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Directory of the Grain Trade

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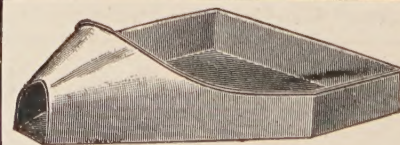
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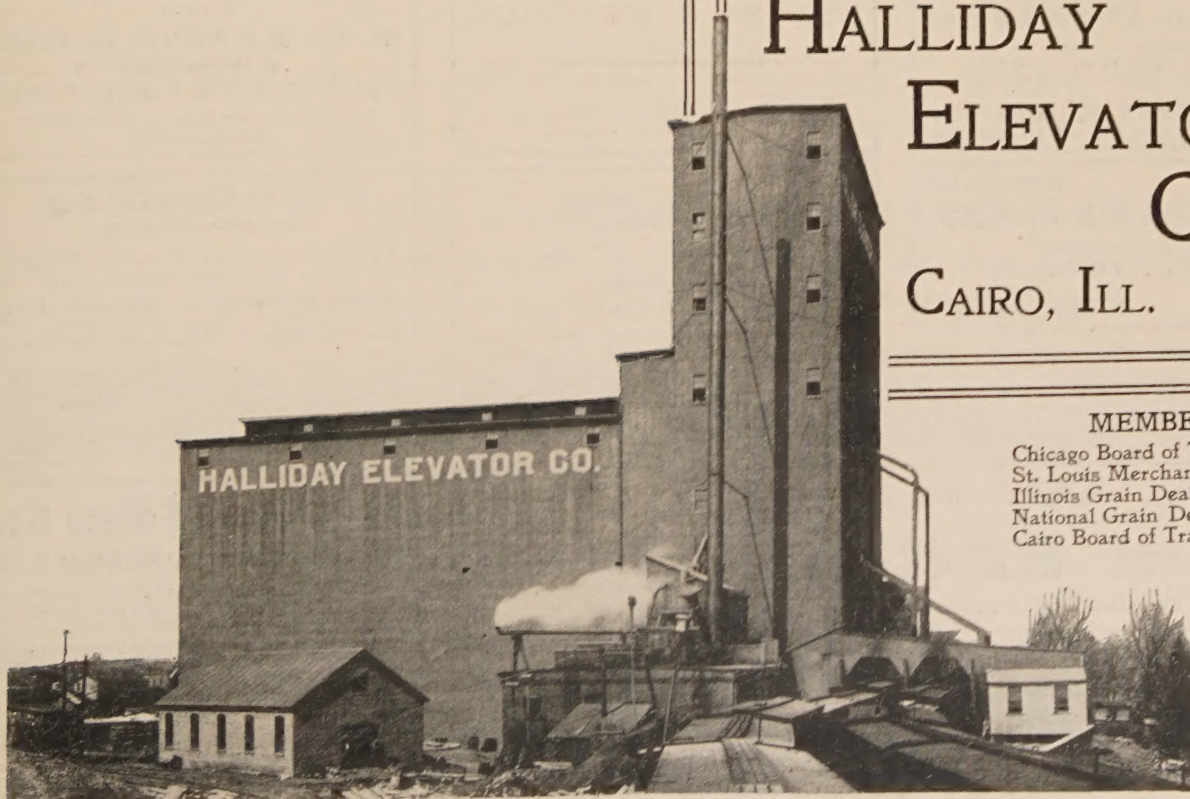
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The Double Earnings From the RICHARDSON

First: It delivers grain more thoroughly separated and cleaned than any separator on the market. That brings the top price—one advantage.

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With the abundance of light wheat in this year's crop and at the high price obtainable, it is even more important than ever that the suction be so handled that the lighter wheat is not separated along with the oats. The perfect separation performed by the Richardson guarantees that all the wheat is separated from the oats.

It is a fact that separations are being made on this machine that can't be made on any other.

A booklet explaining the principle, action, and price of the Richardson will be sent you free on request.

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RESULTS

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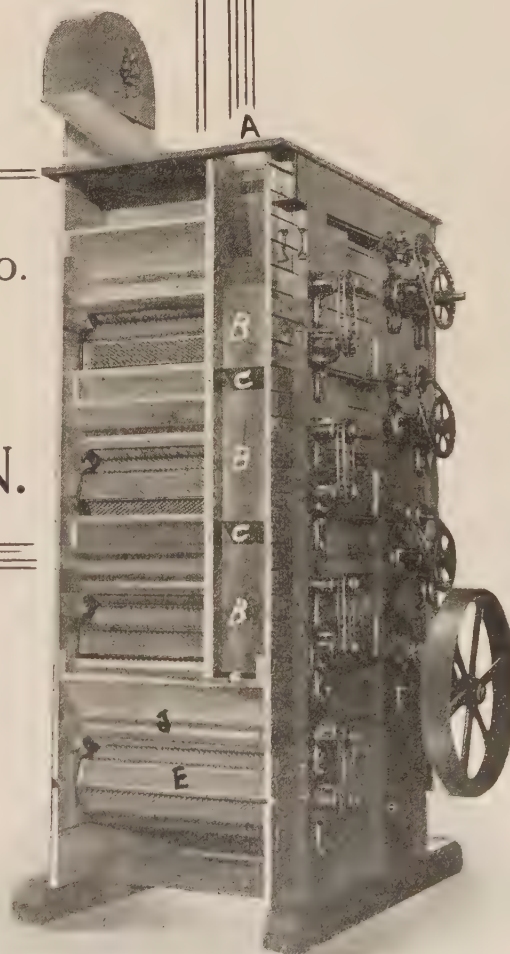
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RICHARDSON GRAIN SEPARATOR CO.
REAL GRAIN SEPARATION

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Western Electric

Power Apparatus For Every Need

SEND TO OUR NEAREST HOUSE
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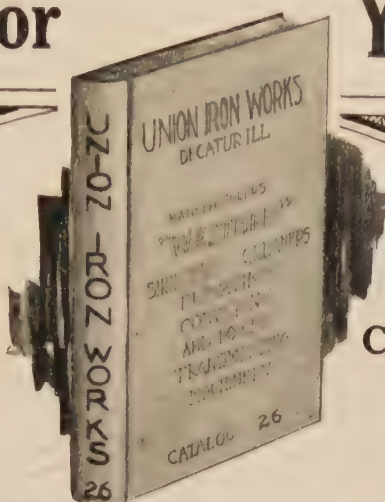


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Breakdowns Always Come At The Worst Time

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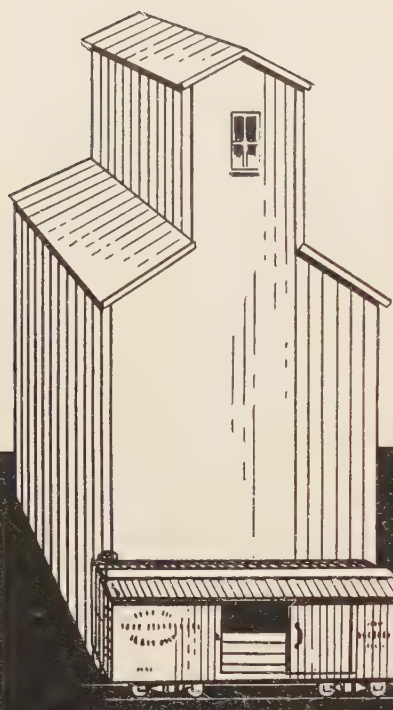
In times of peace prepare for war—Get the book before you are caught.

There's only one thing we know of that is better than Western Service and that's Western Corn Shellers and grain machinery. Their use hurts our supply business but helps your service because they are built to work hard for an indefinite length of time.

Wise operators use both Western Service and Western Machinery. You'd better try it.

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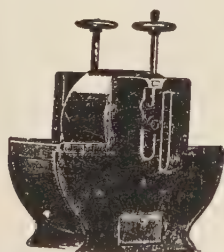
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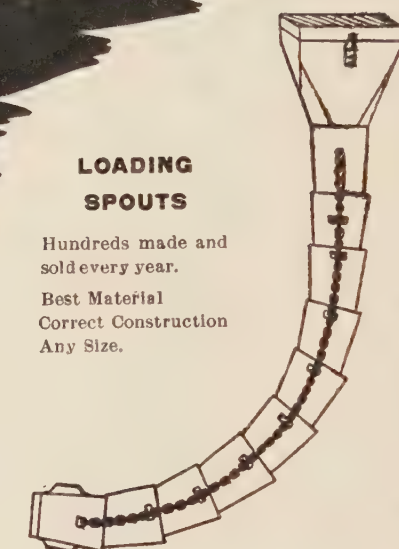
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Both HOWE and CHAMPION carried in stock.



COMPLETE LINE OF BEARINGS

Plain and Self-Oiling.



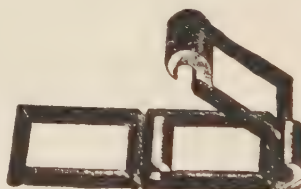
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Best Material
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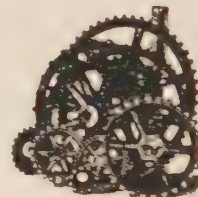
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Plain
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RUBBER and LEATHER BELTING.

Our Seamless Rubber Belting is the best for elevator service and is guaranteed.

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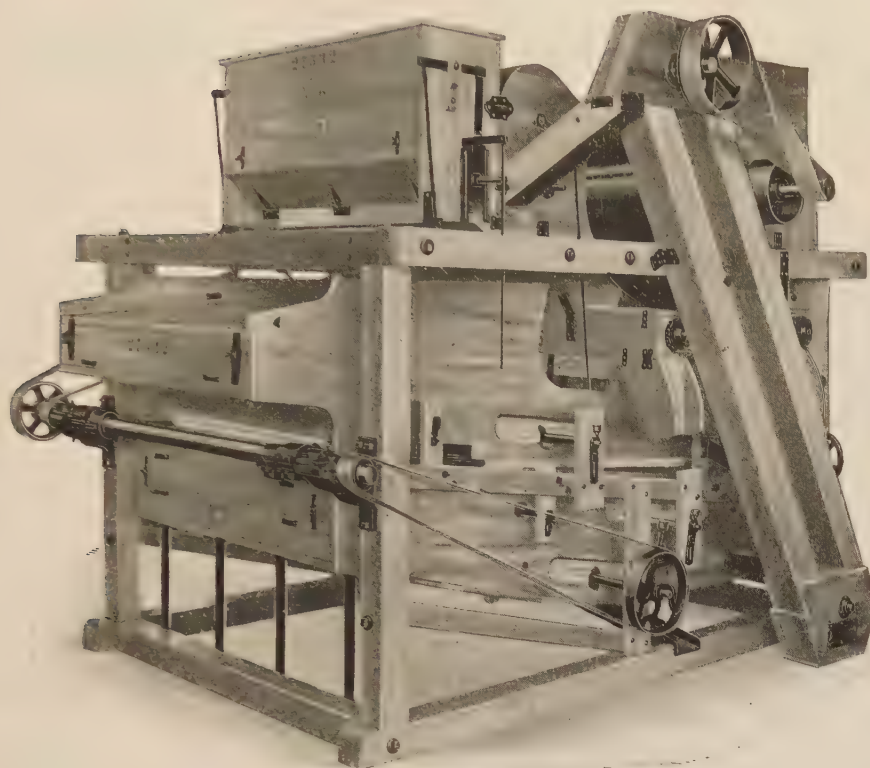
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2—MACHINES IN—1



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**Country
Elevator**

**OAT EXTRACTOR
AND
GRAIN CLEANER**

A NEW CLEANER

**For all around
grain cleaning work.**

In the Northwest are many experienced elevator operators who know the true worth of a good grain cleaner,—who insist upon the MOST in cleaning with the LEAST in care, operating and upkeep expense and SHRINKAGE losses. With them, cleaning is a science that means dollars and cents profit—they are the people we designed this machine for as a high grade, efficient and economical cleaner. For country elevator use this new "Monitor" surpasses anything in cleaners heretofore introduced—our folder No. 817 explains.

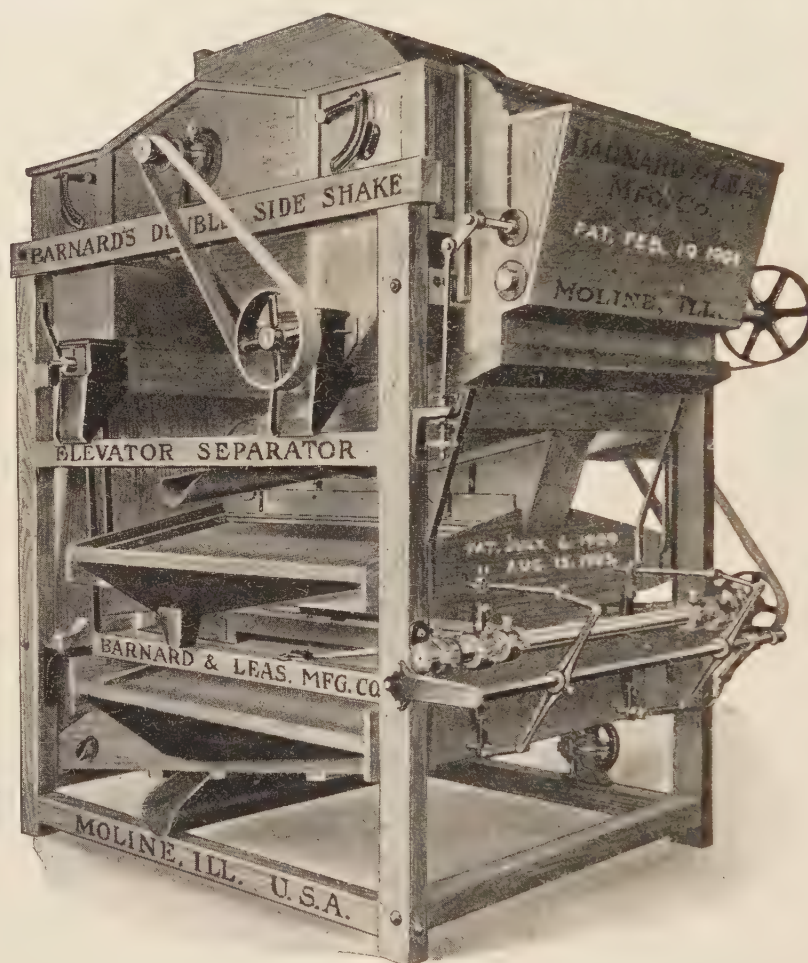
**It is also
an oat extractor.**

As an Oat Remover this new model "Monitor" works to perfection. Those mixtures of "oaty" wheat that now trouble you can be successfully handled on this machine—we GUARANTEE this. You must have a GOOD grain cleaner and a GOOD oat extractor—the day when any old kind of a cleaner would do is past. "As you clean so will you profit"—don't forget that. We offer you two good machines—yes, the two best (IN-ONE)—a COMBINATION "Monitor" which will put you right on cleaning and RIGHT on PROFITS. Allow us to explain.

HUNTLEY MFG. CO., Silver Creek, N. Y.

Northwestern Agent: A. F. SHULER, 218 Iron Exchange Bldg., MINNEAPOLIS.

The Favorite Machine of Your Sons, Fathers and Grandfathers



Barnard's Separators contain every desirable, modern feature.

Counterbalanced and adjustable sieves. Adjustable and self-oiling eccentrics. Clean floors and cold bearings. Dust proof, mechanically oiled bearings. Double aspirations. Effective settling chambers that rival a dust collector in efficiency. A sieve cleaning device that works underneath the sieves and lifts the clogged material out. Scientifically designed fan and suction legs, maintaining a steady, controllable, pulseless pull of air through the wheat.

Always modern and reliable, these machines have always been the choice of up-to-date millers.

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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

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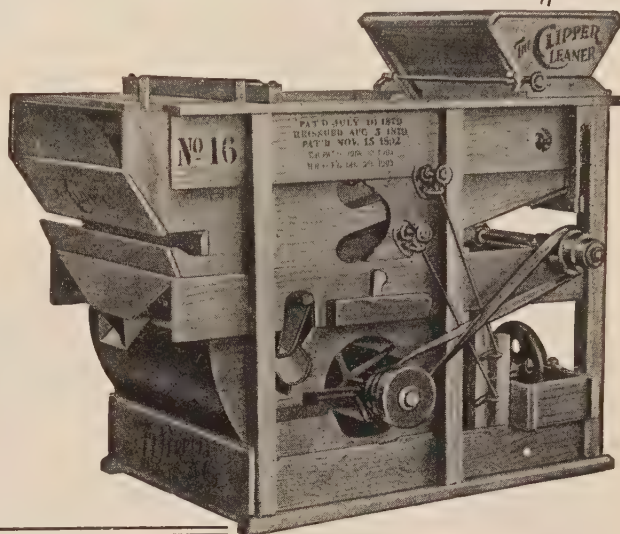
is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

This is a Cleaner of medium capacity. It will make any separation that can be made on our largest and most expensive machines.

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

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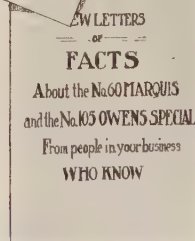
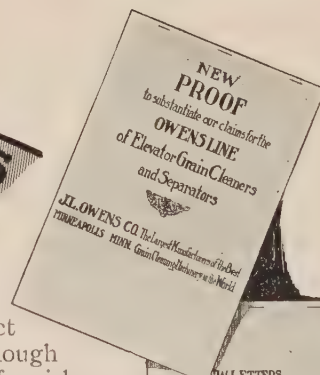


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See that you are protected when buying a cleaner to save your dockage and save your freight. Claims don't protect anybody. A guarantee binding enough to be made part of the order as we furnish you, that makes you take no risk.

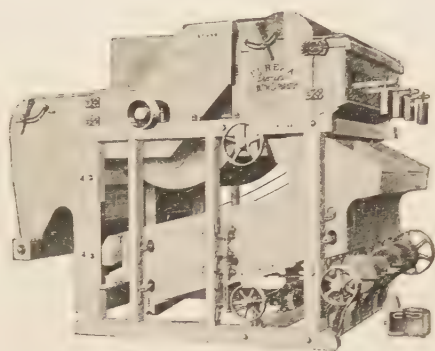
Marquis No. 60—No. 50 Cleaners and Separators

are only sold under such binding guarantee to reduce dockage in wheat to from $\frac{1}{2}$ to $1\frac{1}{2}$ lbs—capacity 500 bushels per hour—no grain wasted, no clogging of sieves. Send for facts and original letters proving this.



GET THE FACTS

J. L. Owens Co.
MINNEAPOLIS, - MINN.



EUREKA The First "SAFETY FIRST" GRAIN CLEANER

Equipped with
Multiblade all-steel fans
Enclosed eccentrics
Guarded gears and sprockets
Headless set screws
Safety collars

"SAFETY FIRST"

Grain men throughout this great country long since arrived at the conclusion that the "Eureka" Separator was the ideal cleaning machine, and to better it in any way was out of the question. Granted that we could not improve on the principle, and the stamp of approval having been placed on its efficiency, there remained but one thing to do, and that was to try to improve the minor mechanical details. To this end we have concentrated the best endeavors of our staff. For some time past we've been specializing on

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Federal and State Laws now make it incumbent upon manufacturers to protect their workmen from danger in the operation of machines.

Protruding set-screws in pulleys, gears and sprocket wheels have killed and injured many employees. The continuance of their use is absolutely unwarranted. In all of our grain cleaning machines we have adopted the hollow head set-screw exclusively. We have further minimized accidents by providing suitable guards for spur and bevel gears, sprocket wheels, etc. The fast-running eccentric heads are likewise made accident-proof, and, by the way, fire-proof. They are entirely enclosed. Then, too, we have discarded the old-fashioned leaded-out screw shaft in our grain cleaners. Our new model worm and gear drive is placed under the machine.

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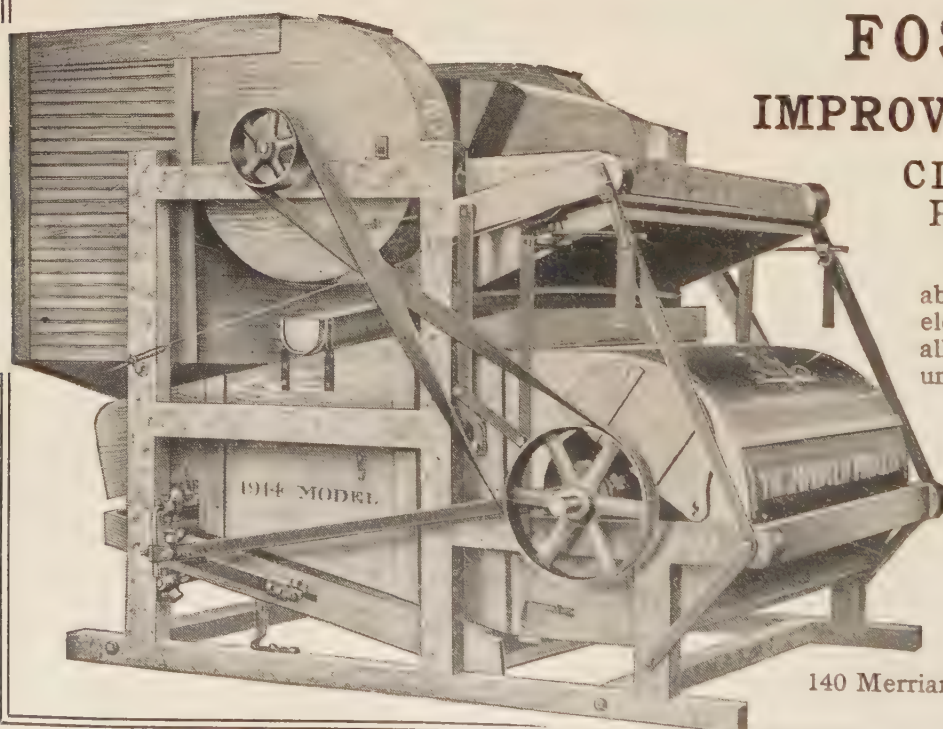
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CLEANER—SEPA- RATOR—GRADER



The most successful and profitable general purpose cleaner for elevators. Adjustable to handle all kinds and mixtures of grain under all conditions. With or without Automatic Gang and Sieve Cleaning Device.

Installed on earnings agreement or liberal cash terms. Write us now for catalogue.

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Midst of the
Great Salem Fire
Because Roofed
with*



J-M ASBESTOS ROOFING

"The Roll of Honor"

Flying sparks and burning embers were literally showered upon the roof of this raw cotton storehouse of the Naumkeag Steam Cotton Co., located in the midst of the recently flame-swept area of Salem, Mass.

Buildings all around it were burned to the ground, as the photograph shows.

Yet, this building was absolutely unharmed because protected by J-M Asbestos Roofing.

What greater proof of a roofing's fire-resisting ability could possibly be demanded?

There's a lesson to be drawn from every great catastrophe.

The lesson to be drawn from the great Salem fire—where whole sections were actually wiped out—because buildings were roofed with wood shingles or other fire assisting roofings—is this:

Do not use wood shingles or other inflammable roofing.

Do not be deceived, by low first cost, into buying anything but J-M Asbestos Roofing—the roofing of *known* quality—the roofing that will not fail you should the fire test ever come—the roofing that spells economy for you because of the years of service it affords and the fact that it never requires painting or repairing.

Comes in built-up form and in rolls. Latter easily applied by means of J-M Cleats packed free with each roll.

We are also prepared to furnish J-M Regal roofing which, although low in price, is the highest grade rubber roofing on the market.

Write Nearest Branch Today for Descriptive Catalog.

H. W. JOHNS-MANVILLE CO.

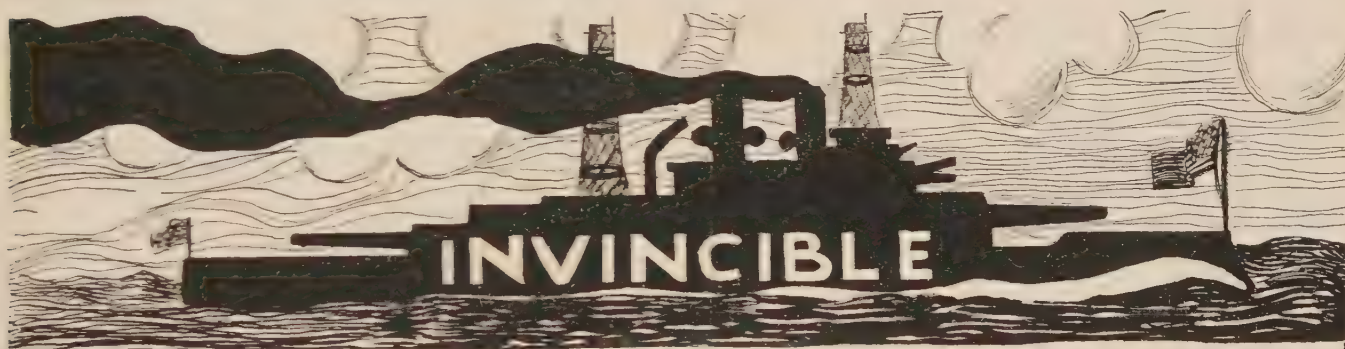
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TRUE TO ITS NAME IN EVERY SENSE

Invincible Grain Cleaning machinery is irresistible in its rush to universal popularity among country and terminal elevator men.

The reason—it's built from the ground up to do exactly what it should do and keep doing it all the time. That's the reason you put machines in place of human labor—to get more done for less money and to keep doing it without stopping.

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**Fumigate Your Elevators and Mills with
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WOLF EMPLOYES ELEVATOR

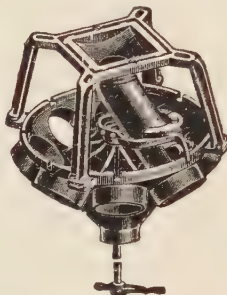
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is a machine with not one experimental feature in it. A device of
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Each element is scientifically proportioned and symmet-
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It's automatic in action, perfectly reliable for steady
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Actual capacity after installation is guaranteed.

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every day through your whole life, and then turn it over to
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Improved Distributing Spouts

will absolutely prevent the mixing
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Don't accept those "almost as good."
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We carry a large stock and can fill orders promptly.

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We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

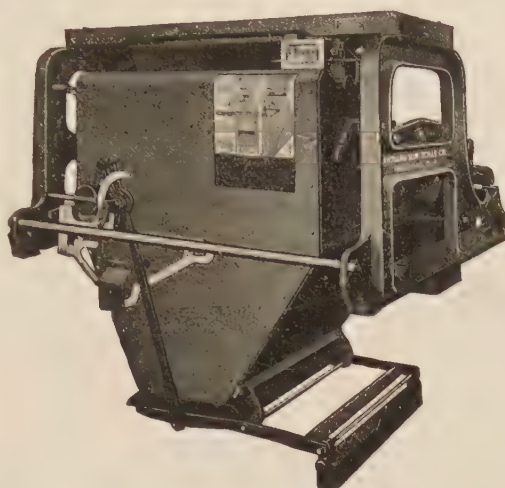
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you are doing without a Richardson Automatic Scale you are **losing** part of its cost—because of an inaccurate scale—because of time lost through hand weighing—because you are unable to collect for shortages.

Every day after installing a **RICHARDSON** will mean more ACCURATE weights, TIME SAVED, shortage claims collected.

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Write us TODAY about the Scale which is **guaranteed** to give you satisfaction. Nearly 15,000 in use.

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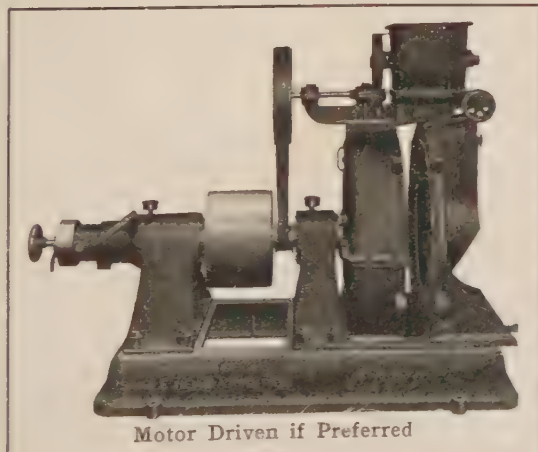
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Is justly proud of the successful record made by

THE MONARCH "CORN CRACKER" BALL BEARING SINGLE HEAD ATTRITION MILL



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It has proven the Best Machine on the market for

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Because It Produces a Very Small Percentage of Meal in the Operation and Saves From 25 to 50% in Power and 95% in Lubrication Expense, Can Not Get Out of Tram and Requires Very Little Attention.

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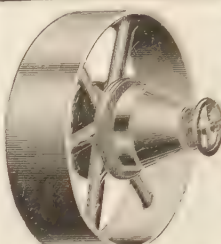
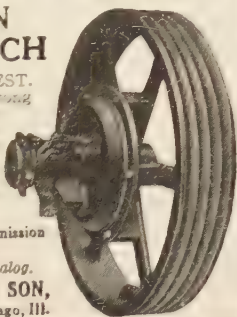
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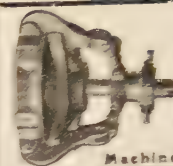
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IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

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We carry the most complete stock in Western Canada and can ship promptly

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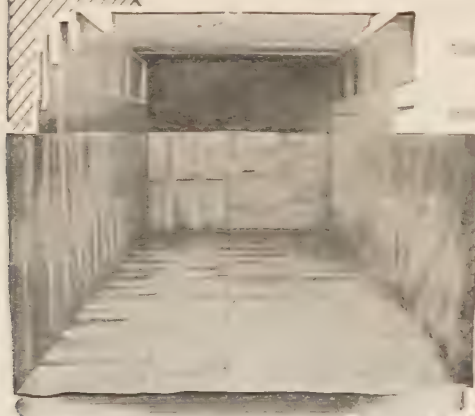
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effectually stop up every leak in floor, sides and doors. In addition it keeps the grain clean



You are losing more money by not using Kennedy Car Liners than by the losses of their very first test out to you.

You'll better test out all about them right now, the small cost to you and the thousands of bush saved every year by them. That's not the end of the saving money. Using Kennedy Liners in the first one and the results will induce you to use Kennedy liners and save you dollars.

KENNEDY CAR LINER & BAG @ SHELBYVILLE INDIANA

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

TYDEN CAR SEALS

Applied by Shippers
PREVENT CLAIM LOSSES

Each seal bears your name and a consecutive number.

Thousands of shippers use them.

Write for Samples and Prices

INTERNATIONAL SEAL & LOCK CO
Chas. J. Webb, Gen'l Sales Agent
617 Railway Exchange Bldg., CHICAGO, ILL.



Don't see how we have done this without a seal? It is all very simple.

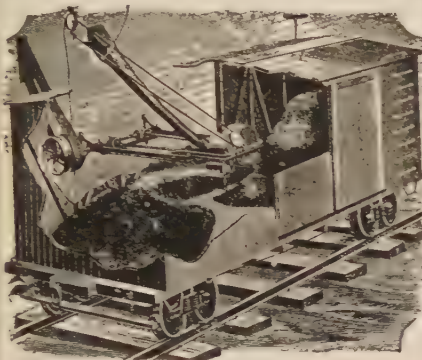
Bower & Brown
Broken Arrow, Okla.

Select the one that will suit your needs and we will ship it on 30 days trial. Write for details.



MAROA MFG. CO.

Maroa, Ill.



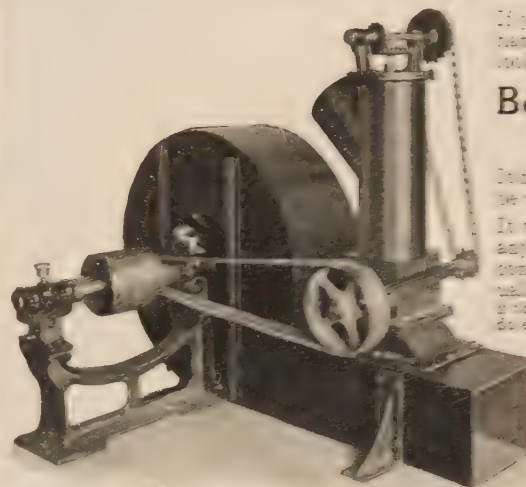
9,000 BUSHELS PER HOUR

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.



How vast the new machine for handling grain in any condition. Write for details.

Bernert Pneumatic Conveyor

It has a positive force feed that can be used anywhere ahead of the fan. It will not crack or crush grain, in any condition, dry or wet. It will convey and load cars with an efficiency general. It will load away at a distance of 100 feet. It will deliver and transfer without accident. It will load the largest size of the grain elevator. It is a most efficient machine. It is the most efficient machine. It is the most efficient machine. It is the most efficient machine.

Bernert Mfg. Co.

755 23rd St., Milwaukee, Wis.

VEST POCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2 1/2-in. wide by 8 1/2-in. long. Price 50 Cts. Address **GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS**

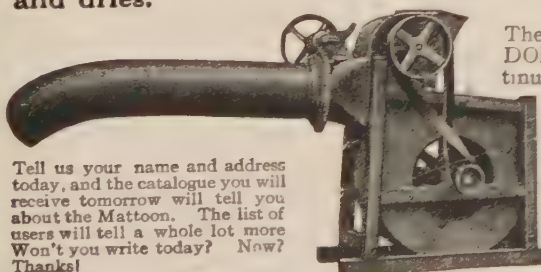
ACCOUNT BOOKS FOR SALE BY
GRAIN DEALERS JOURNAL, CHICAGO

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

A Mattoon Car Loader

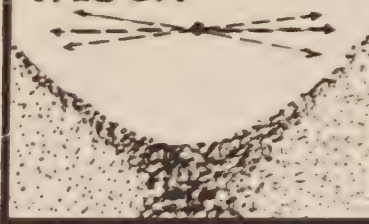
not only fills the largest car to full capacity, but actually betters the quality of your grain.

This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!

THIS OR



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.

THIS ?



Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans. Hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grain. A Mattoon prevents the depositing of dirt, chaff and pieces of grain in the center of the car as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

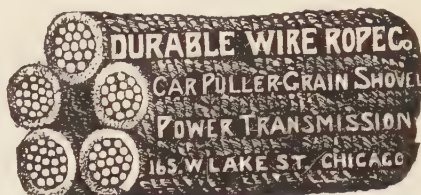
The Mattoon is perfect in principle, practical in design, economical in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

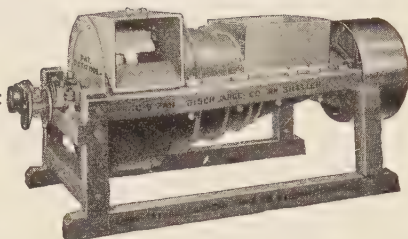
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4 Chippewa Ave. South Bend, Ind.

**Sample Envelopes**

Non-Sifting

Designed especially for mailing samples of
grain and seed. Specimens free.

TULLAR ENVELOPE CO.
39-45 Congress St., W., Detroit, Mich.



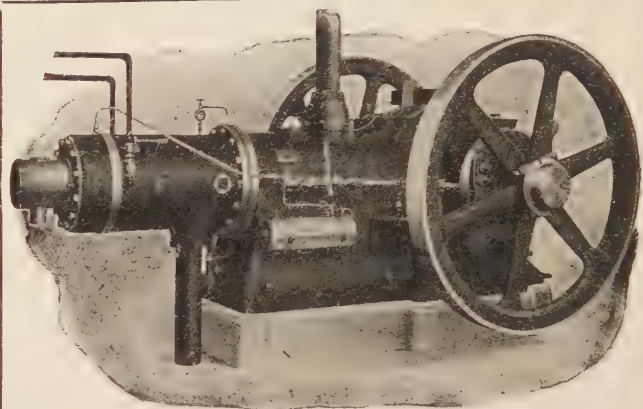
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Hard to Break—Easy to Repair

The above sheller is mounted on a wood frame, has reinforced shells which bolt underneath and on top of the frame, making it the quickest repaired of any sheller on the market. The cylinder is separate from the fan and in three sections. The fan is of new design which eliminates the past dust annoyance.

Investigate before buying elsewhere.

The B. S. Constant Mfg. Co.
BLOOMINGTON, ILL.

**HIS OLD STEAM UNIT HAD BEEN STEALING**

\$1.66 per Hour
\$16.66 per Day
\$498.00 per Month
\$5976.00 per Year

Here is an extract from his letter:

Houston, Texas, June 6, 1914.
"Dear Sir:—Our fuel bill with the old steam unit was \$18.00 to \$20.00 per day of 10 hrs. Since installing a 60 and a 30 HP Muncie Oil Engine, our fuel bill has been reduced to \$2.40 per day...operating on crude oil costing 3c per gal. delivered. We expect to install another Muncie."

Yours truly,

(Photo of original letter sent on request).

Had this customer operated his steam plant 10 years or long enough to have worn it out, the False Economy of it would have cost him

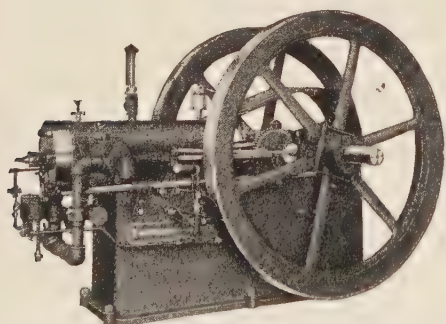
The Stupendous Sum of \$59,760.00
Instead of getting along with this old unit he sent the thief to the scrap pile.

Will you keep on running yours or will you do likewise? Would you purchase some other engine in preference to a Muncie Crude or Fuel Oil Engine, simply because of a few dollars' difference in first cost?

Better get our catalog—then get a lead pencil and figure—You'll conclude that if someone made you a present of some other engine that you could not afford to operate it because the fuel saving alone in favor of the MUNCIE would buy a gasoline engine every six months; a steam engine (in most places) every year; a kerosene or distillate oil engine every two years or less.

Write for catalog—Sizes 10 to 100 HP in single units.

**MUNCIE OIL
ENGINE COMPANY**
Muncie, Indiana, U. S. A.



Operate equally
well on Gasoline,
Kerosene or
Distillate.

A Quick Start Engine for Your Elevator

You can depend on a Fairbanks-Morse Type "NB" engine to start every time on short notice—as many times a day as you need it. It has the simplest, surest starting device on the market.

Let us give you particulars.

Fairbanks, Morse & Co.

Chicago New York Indianapolis St. Louis
Kansas City Omaha St. Paul

(550-24H)

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TABLES, SHIPPING BOOKS, CIPHER CODES,
GAS ENGINE BOOKS, ETC. Tell your wants to

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THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

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CONTRACTOR OF GRAIN ELEVATORS.
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

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GRAIN ELEVATORS
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Plans Submitted Correspondence Solicited
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GRAIN ELEVATORS
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**This space
is yours**
If you are the first to apply for it

Now is the time,
Elevator men,
When you should
Estimate what you are
Liable to need in the
Line of Elevator construction or repair work,
this Spring.

Then get figures from

NEWELL
CONSTRUCTION CO.
Cedar Rapids, Iowa

Give him the first job he'll get the
RE-NEWELL.

Some build more—
None build better
GRAIN ELEVATORS
than Cramer
Satisfaction Guaranteed
W. H. CRAMER, No. Platte, Neb.

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DESIGNERS AND CONTRACTORS
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COAL HANDLING PLANTS, WAREHOUSES, ETC.
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TIME SAVED IS MONEY EARNED
Elevators built by Moore are time
savers. Ask any owner of one
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Frankfort, Indiana

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FORM 321 is designed for keeping a record
of each kind of grain received at a country
elevator in a separate column so that buyer
can add up columns and quickly determine
the number of bushels of each kind of grain
on hand. Herewith is reproduced top of a
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The book is formed of 160 pages of superior
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The book is well bound with leather back
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GRAIN DEALERS JOURNAL
La Salle St. Chicago, Ill.

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20 years' experience. Estimates furnished.
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ELEVATOR BUILDERS
GENERAL CONTRACTORS
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going to build or remodel? If so, write
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Contractors and Builders of
GRAIN ELEVATORS AND WAREHOUSES
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Shows at a glance where to look for the record of
any car of grain. It is made of heavy ledger paper,
is well bound and indexed. Size 11x14 1/2 in.
No. 40 contains spaces for 9,000 cars, \$1.50
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J. A. HORN FRANKFORT, IND.
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Contractor, Designer and Builder of
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Any Size or Capacity.
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**To BUY or SELL
RENT or LEASE
an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL
of Chicago. It will bring you quick returns.

ORR BROS. SUPPLY CO.

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Engineers and Contractors for High Grade ELEVATORS

Let us submit plans and estimates. Very best equipment at lower prices than others.

GRAIN ELEVATOR BUILDERS

A Reliance Owner



"a successful grain man"

The owner of a Reliance elevator handles grain on a bigger margin, because his operating expenses are lower.

Reliance Construction Co.

Board of Trade

Indianapolis :: Indiana

WRITE the following parties, a few of the 70 we have done business with the past season. All of these will recommend us. Our patrons help us at all points.

Farmers' Elevator Co., Warsaw, Ill.
Square Deal Grain Co., (Reinforced Concrete), Morris, Ill.
Conway & Peters, Ackley, Iowa.
Koons Bros., Wesley, Iowa.
Farmers' Elevator Co., Bayard, Iowa.
Farmers' Elevator Co., Marathon, Iowa.
Farmers' Elevator Co., Eldridge, Iowa.
Farmers' Elevator Co., Merrill, Iowa.
Farmers' Elevator Co., Pocahontas, Iowa.
Farmers' Elevator Co., Gayville, S. D.
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CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

GRAIN DEALERS JOURNAL

La Salle Street

Chicago, Ill.



Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.

Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.

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Buffalo, N. Y.

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. **Price \$1.25.**

Grain Dealers Journal

La Salle Street,

CHICAGO, ILL.

**BUILDERS
OF
GOOD
ELEVATORS**



**IF YOU CAN BUY
ONE FOR THIS PRICE
WHY PAY MORE**

**NOTE THE
LOW
COST FOR
HIGH
GRADE ELEVATORS**

4,000 bu.,	\$1,400-	\$2,500
6,000 bu.,	1,700-	2,900
8,000 bu.,	2,100-	3,500
10,000 bu.,	2,400-	5,000
15,000 bu.,	2,900-	5,300
20,000 bu.,	3,000-	6,750
25,000 bu.,	3,800-	8,600
30,000 bu.,	4,150-	9,000
35,000 bu.,	4,450-	10,200
40,000 bu.,	5,200 and up	

P.H.PELKEY CONSTRUCTION CO.

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GRAIN ELEVATOR BUILDERS

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Successors to
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STORAGE TANKS
WOOD—FIRE PROOF
Estimates
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When Better
Elevators are
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will build them

Ask those who have them.

Over 400 in use today.

Burrell Engineering & Construction Company
1102-8 WEBSTER BLDG., CHICAGO
(Opp. Board of Trade)

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711 Hubbell Bldg., Des Moines, Iowa. 111 W.
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**GRAIN ELEVATORS, WARE-
HOUSES, STORAGE TANKS,
SEED HOUSES**

Built of
Wood or Fireproof Material
PLANS — SPECIFICATIONS — ESTIMATES

Give me a chance to figure with you
before making contract.

T. E. IBBERSON
Minneapolis :: Minnesota

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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Fort William, Ontario Duluth, Minnesota
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The Girard Point Elevator

PHILADELPHIA, PA.

Capacity, 1,100,000 bu.

Built by
James Stewart & Co.
CHICAGO, ILL.

The most
rapid handling
grain elevator
in America



JAMES STEWART & CO.

CONTRACTORS, DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

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We also do General Contracting and have Offices
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Pittsburg, Pa., Henry Oliver Bldg. Denver, Colo., First Nat. Bank Bldg.
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We can ship you the day the order is received any size Conveyor or Elevator Belt from 1" to 36" wide. All sizes carried in stock in 1000' rolls.

IMPERIAL BELTING CO.

LINCOLN AND KINZIE STREETS
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MANUFACTURERS OF REXALL DOUBLE STITCHED BELTING

There is a difference
between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

New York Belting & Packing Co.

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We recommend it. The trades endorse it.

Save telegraph toll. Keep your business to yourself. Prevent Expensive Errors.

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In building your new Elevator, or when repairing your old one, the Best is the Cheapest. Easy approach, and a satisfactory dump are points taken into consideration.

The AUTOMATIC DUMP CONTROLLER solves the dump proposition.

Satisfaction guaranteed. Hundreds in use.

They please OTHERS and will please YOU.

Write today,
Do not delay.

L. J. McMILLIN

Board of Trade Building

INDIANAPOLIS,

INDIANA



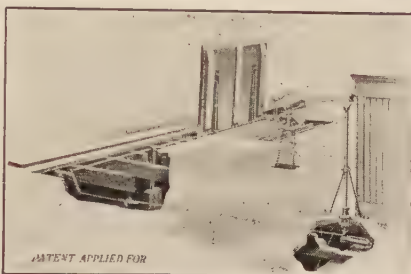
**Should Be On Every
Elevator Handling
50,000 Bu. or More Per
Annum.**

Don't rely on your contractor to tell you what is best in remodeling or building of a new dump. Write at once to us and get further particulars and investigate for yourself.

Two men can install one set in one day. Building instructions mailed with bill of lading.

**The Challenge Mfg. Co. MORRIS
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Opens the door to the pit by a movement of the wrist. Eliminates stooping and straining. Saves time and steps.

When you open the door, think of the "B. W."

Write for Descriptive Circular.

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**HIGHEST QUALITY
PERFECT PREPARATION**

Write us for prices

BOWSHER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
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The N. P. BOWSHER CO.
South Bend, Ind.



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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN
DEALERS JOURNAL**
OF CHICAGO

Determine the exact dockage of every load of wheat

THE EMERSON OATS FROM WHEAT TESTER

eliminates all guesswork in dockage, and saves all the wheat.

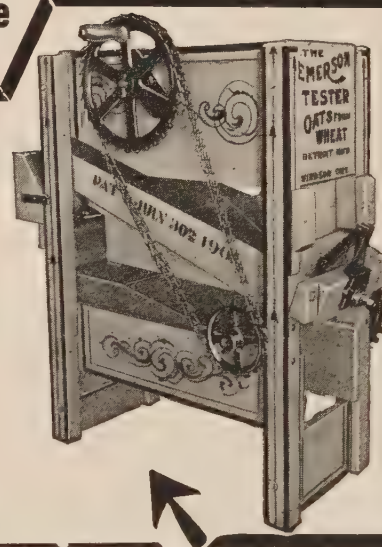
Over 1500 elevators now using this tester.

The EMERSON is the most convenient and satisfactory wheat tester made. The saving in wheat, time, mistakes and money soon pays for the Emerson. Write today for further particulars.

WM. H. EMERSON & SONS

DETROIT, MICH.

WINDSOR, ONT.



CHECK your reductions of pounds to bushels by using

**Clark's
Carload
Grain
Tables**

New edition revised and enlarged. Price, \$2.50.

GRAIN DEALERS
JOURNAL
Chicago, Illinois

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GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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THE C. O. BARTLETT & SNOW CO.
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The rate for advertisements in this department is 20 cents per type line each insertion

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N. W. OHIO elevator for rent or sale; best oats and corn section. Only elevator at station. Owner cannot be with it. Address Stanley, Box 2, Grain Dealers Journal, Chicago, Ill.

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ILLINOIS—Modern 75,000 bu. Illinois elevator within 100 miles of Chicago, in town of 2,000, owner by non-resident, for sale very cheap. Station handles 800,000 bus., two competitors. Address Jas. M. Maguire, Campus, Ill.

OKLAHOMA—Elevator, feed mill and alfalfa mill doing nice business. Will sell all or half interest to right party, he to take charge. Terms to suit purchaser, if desired. Address Mill, Box 5, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA elevator for sale, located in one of the best grain and clover seed districts in the state; new and modern; 12M bu.; good coal, fence and wool business. A bargain for quick sale. D. M. Light, 203½ S. Walnut St., Muncie, Ind.

OHIO mill and elevator for sale. 200 bbl. mill on L. S. & M. S. and 12,000-bu. elevator on W. & L. E. Good town of 6,000, 4 railroads. Located in best grain territory in Ohio. Property in good condition and in operation. Will sell mill separately or with elevator. The W. H. Gardner Grain & Mill Co., Bellevue, Ohio.

INDIANA terminal and transfer elevator for sale; capacity 75,000 bushels; located on G. R. & I. Ry., built in 1911. This elevator is in excellent condition and if the right man takes hold of it, will prove a money-maker. Will be sold at a bargain. Write for prices and terms. Address First National Bank, Fort Wayne, Ind.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

INDIANA—Two elevators with coal business at each; first class feed grinding machinery in each, feed grinding average \$5 profit per day; annual coal business 1,500 to 2,000 tons. Side lines: hay, straw, cement. Doing a first class business; electric power. Price \$11,000, \$6,000 cash plenty time on balance. Address Hoosier, Box 4, Grain Dealers Journal, Chicago, Ill.

MICHIGAN elevator for sale, handling grain and beans in town of 1,000 inhabitants. Fully equipped on R. R. track. Dwelling house of 8 rooms goes with property. Price \$5,000, \$3,000 down, balance 2 years. A bargain for party who desires to secure a splendid home and business with minimum investment. Business will earn \$2,000 annually. Address Det., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

KANSAS elevator for sale. 25,000 bu. cap. In Marshall Co., Kans. For particulars, address John, Box 5, Grain Dealers Journal, Chicago, Ill.

OHIO transfer elevator for sale; in first class condition; good location; a great bargain. Address The Transfer, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Steel storage tank, 50,000 bu. cap., with steel elevator leg, belt and cups. Address Woodrow, Box 10, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 11, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS elevator, on I. C. Ry., new, strictly modern, large territory, good town. Address Mint, Box 5, Grain Dealers Journal, Chicago, Ill.

CHAMPAIGN CO. OHIO—Country elevator 6M bu. capacity, on Big 4 Ry. Coal business in connection. No competition. Address Kerns, Box 4, Grain Dealers Journal, Chicago, Ill.

KANSAS, Marshall Co., elevator for sale. Big wheat crop started to move. Corn prospects fine. Price right. Poor health reason for selling. Address Ball, Box 1, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator for sale, capacity 23,000 bus., located in good wheat country; on M. & St. L. Ry. One other elevator. This is a bargain. Address H., Box 3, Grain Dealers Journal, Chicago, Ill.

MICHIGAN elevator for sale, 10,000 bu. cap. Extra bean room, 21 pickers, hay building 40x60, office ready to occupy. Located on 5 lots in Linden, Mich. Address D. M. Hunter, Saginaw, W. S., Mich.

MICHIGAN—Mill and elevator on M. C. R. R. junction. Bean elevator separate from mill. New. Modern. Fully equipped. Electric and steam power. Side track. All on own land. In thriving and thickly populated farming section. Good residence included. Address J. K. Trefry, Rives Junction, Mich.

ILLINOIS—Two elevators at good grain stations for sale, on Burlington Ry. Will sell one or both. Coal, salt, cement, crushed rock and sand in connection with one. Price reasonable. Good competition at one and none at other. Address T. G., Box 2, Grain Dealers Journal, Chicago, Ill.

NORTH CENT. IOWA—Modern 12,000 bu. cribbed elevator; in perfect condition. Good territory; favorable shipping connections with every road in Iowa; no local competition. Also coal house, corn cribs and half acre land that controls track frontage. Owner can live in large town near by and go back and forth. PRICE RIGHT. Box 606, Fort Dodge, Iowa.

IOWA elevator, 12,000 cap., cribbed, 2 legs, sheller, cleaner, feed rolls, automatic scale, 15-h.p. motor, cheap electric power. Feed warehouse 24x36, will hold 2 cars of hay, bran, shorts, etc. Office 16x24, 40 ft. from elevator, 4-ton Fairbanks wagon scale, safe, deck, etc. Also office and scales on switch 6 miles away. Competition good; one other elevator in town. Price \$5,500. Terms on part. Address Borin Bros., Malvern, Iowa.

ELEVATORS FOR SALE.

MICHIGAN grain and bean elevator for sale. Built 3 years. Cost \$12,000. No local competition. Good country. Elevator fully equipped. Local bank will loan \$5,000 to \$10,000 for produce buying. This elevator will make \$4,000 annually. Will sell at \$8,500, \$3,000 cash, balance within 5 years. Crop prospects fine for big year. A bargain. Will stand closest investigation. Owner leaving state. Address Mich., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

ELEVATORS WANTED.

WANT—Information regarding elvtr. or mill for sale. Send description. Northwestern Business Agency, Minneapolis, Minn.

FOR EXCHANGE—One of the best 240-acre farms in Reno Co., Kans., for elevator in corn country. Address M., Box 5, Grain Dealers Journal, Chicago, Ill.

MILL OR ELEVATOR WANTED—Am a cash buyer and want a good bargain. Give full particulars in first letter. Address 5951, Box 3, Grain Dealers Journal, Chicago, Ill.

BUSINESS WANTED.

BUSINESS WANTED—Am looking for a good opening. Can pay cash. Give full particulars in first letter. Address G. D. J., Box 5951, Cherry Valley, Illinois.

BUSINESS OPPORTUNITIES.

OHIO flour and feed store for sale. Equipped with all modern machinery for grinding and cleaning seed. Address I. N. Zeigler, Bellefontaine, Ohio.

FOR SALE—First-class grain, lumber and coal business in Iowa. Excellent opportunity for right party. Address Bargain, Box 5, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—Farm seed and feed business for sale. No competition. Own two-thirds interest. Stock \$6,000 to \$7,000. Address Retired, Box 5, Grain Dealers Journal, Chicago, Ill.

MISSOURI—Owing to my age and failing health I would like to sell one-half interest in my business to some man capable of taking full charge. We handle full line of feed of all kinds, flour, hay and grain, wholesale and retail. Elevator and warehouse situated on Wabash R. R. ninety miles from St. Louis. An excellent chance for the right kind of man. C. W. Glynn, Wellsville, Mo.

INFORMATION BURO.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

MILLS FOR SALE.

WISCONSIN mill and feed warehouse for sale; up-to-date. Will accept Wisconsin land as part payment. Price reasonable. Ill health of owner reason for selling. Monroe Model Mill, Monroe, Wis.

MISSOURI—Up-to-date 50-barrel mill for sale; Barnard & Leas sifter system in perfect condition; mill is running and doing nice business; town located on the Frisco R. R. short distance from St. Louis. Object of selling, have other interests. Address D. E. Box 3, Grain Dealers Journal, Chicago, Ill.

BUILDING MATERIAL.

BUYERS ATTENTION—We are having a mid-summer clearing sale of doors, windows, mantles etc. at less than half our regular prices. Call at No. 1 and No. 2 lumber at decided savings. Start May 1 to June 30. No. 1 and No. 2 lumber in stock. Also water heaters, ranges, and many other goods and set the store. 1001 N. Lumber & Warehouse Co., 1001 State Island Ave., Chicago, Ill.

BROKERAGE ACCOUNTS WANTED

A COTTON SEEDMEAL brokerage account wanted in Pittsburg, by a foreign corporation. Address Webster Box 4, Grain Dealers Journal, Chicago, Ill.

CORN AND OATS account wanted in New Orleans market on a brokerage basis. Highest references. Address Jones and Box 4, Grain Dealers Journal, Chicago, Ill.

BRAN AND MIDDINGS wanted on brokerage account by long established dealer in Pittsburg. Address Warehouseman, Box 4, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

ADDRESS WANTED.

A. J. FISHER, Oklahoma City, Okla. present address wanted. Address F. L. Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—Present address of H. E. Morrow, formerly of Grand Rapids but later heard of in Ansted and Burk. Address E. S. E., Box 2, Grain Dealers Journal, Chicago, Ill.

DYNAMOS—MOTORS.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.

GREGORY ELECTRIC CO.
CHICAGO, ILL.

DYNAMOS, MOTORS, ELECTRICAL REPAIRS.

We give one year's guarantee with all dynamos and motors sold by us. The reason we can do this is, all machines are put in condition good as new before we ship them. We carry a large assortment of motors in stock. Write us your needs and let us give you a square deal.

Northwestern Electric Co.,
611-13-15 W. Adams St.,

Chicago.

Illinois.

SITUATIONS WANTED.

WANTED—Position as grain buyer for some fine firm. Address R. R. Letner, Luverne, Minn.

POSITION as grain buyer wanted. 10 years in elevator. Address F. L. Box 2, Waterbury, N. H.

EXPERIENCED manager wants position as buyer in some Western state where homestead land is still available. Address Box 114, Mobridge, S. Dak.

WANTED—Position as mgr. of elvtr. or lbr. yard; 4 yrs. experience; prefer line or farmers' elvtr. Address M. J. Box 1, Grain Dealers Journal Chicago, Ill.

WANTED—Position as manager or assistant in elevator. 8 years' experience. Good knowledge of grain and seeds. Can keep books. Address Smith Box 5, Grain Dealers Journal, Chicago, Ill.

BOOKKEEPER and office man with experience in grain and coal, wants position with progressive firm. Reasonable salary to start. Address Noyes, Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer or manager of country elevator. Many years' experience in the grain business and can handle any branch of it. Address Westcott, Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER—Young married man wants position as mgr. of country elevator; 5 yrs. experience, best of references and bond if required. Kan., Nebr., Iowa or Mo., preferred. Address L. L. Coryell Elevator Co., Auburn, Nebr.

SALESMAN of wide experience, wants elevator specialty to sell to the grain elevator operators of the southwest. Give full particulars regarding what you have to offer. Address N. C. Mo., Box 5, Grain Dealers Journal, Chicago, Ill.

MANAGER—Position wanted as manager of elevator or lumber yard, have had 15 years' experience in lumber and 8 years in elevator; can handle gas or steam engines; can give good references; have also experience in repair work. Address Joe, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—To correspond with an enterprising miller or elevator concern wishing an up-to-date mill elevator or sales manager. I have full knowledge and experience in running mills and elevators, buying and selling grain, grain products and flour; am willing to go on the road; able to take charge of any such establishment in any part of the country. Address R. M. Box 3, Grain Dealers Journal, Chicago, Ill.

GRAIN OR FLOUR EXPORTER can obtain the services of an Austrian, educated in Germany and Italy, familiar with European and American trade, 15 years with Louisbourg & Co., Paris, France, and selling, buying, and shipping grain and grain buyers. (Card) I am willing to make a technical analysis of samples and to correspond in any language. Address Ernest Reiner and Son, 1001 N. Lumber & Warehouse Co., Chicago, Ill.

SCALES FOR SALE.

FOR SALE—One 4-ton Fairbanks Morse Hopper Scale with 100 bu. hopper; almost new. Address Blabon Farmers Elevator Co., Blabon, N. D.

FOR SALE CHEAP—4 Fairbanks 60 bushel hopper scales, complete. If interested address Springfield Milling Co., Springfield, Minn.

MACHINES WANTED.

FISK FANNING MILL wanted. Give full particulars re. condition and price. Address J. B., Box 5, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

FAIRBANKS gasoline engine for sale. 15-h.p. Two 10 bbl. cooling tanks. All in good cond. Price \$150. J. C. Holder, Milford, Ill.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

FOR SALE—If taken within 15 days, 10-h.p. gas engine. Overhauled at factory and only used one season. In good running order. Geo. Hillman, Lytton, Neb.

FOR SALE—H. P. Lambert Gasoline Engine doing fine work, and in good running order; have put in a much larger engine as our work was too much for the 16. Address N. L. Layer & Son, Wyatt, Ind.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL
LA SALLE ST., CHICAGO.

MACHINES FOR SALE.

FOR SALE—Standard 300 bu. cap. hopper scale, also Watts 2,000 bu. cap. cylinder sheller which can be operated by 6 h.p. engine. S. L. Rissler, Pleasant Green, Mo.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

D. O. Friend, Brighton, Iowa.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE.

1—35 h.p. Atlas engine.
1—40 h.p. Gem City boiler.
1 Boiler feed pump.

The above are in first class condition. Will sell cheap as have installed electricity. S. W. Cissna & Son, Washington C. H., O.

FOR SALE—New Fosston Cleaner bought last winter, new and cost over \$400. With 10 extra sieves above regular equipment. All crated and in good shape and as good as new in every way for \$125 on cars at Worthington, Minn. The manufacturer makes strong claims for this machine. Want to buy second-hand Monitor Cleaner. Address St. John Grain Co., Worthington, Minn.

Are You Looking for Real Bargains?

In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price. 16" to 36" Monarch's, Foss's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

George J. Noh,
No. 9 South Clinton Street, Chicago, Ill

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x18 and 9x24 Noye, 9x24 Northway, 9x24 Dawson, 9x18, 9x24 and 9x30 Allis, three pair high; and 9x18 Hutchison; 9x30 Acme; 9x24 and 9x30 Allis, two pair high; one No. 1 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Bowsher Combination Crushers and Grinders: No. 7, (15 to 60 Bu.) No. 8, (20 to 60 Bu.) No. 9, (30 to 125 Bu.) No. 10, (40 to 175 Bu.)

Corn and Cob Crushers: 2 No. 7 and one No. 12 Sullivan, etc.

Attrition Feed Grinding Mills: 16, 20, 24 and 30 inch "Monarch"; 30 inch "American"; 16, 19 and 24 inch Foss; 24 inch "Unique." Two 18 inch American Special Single Disc Mills.

Single Roller Mills: 9x18 and 9x24 "Noye"; 9x18 "Odell"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills: All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

We can save you money.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—500 bu. cap. Eureka Grain Cleaner slightly used; also about 200 ft. elvtr. belt with cups attached and Royal D. C. electric coffee grinder; all in good condition. Address F. E. Janes Grain Co., Indianapolis, Ind.

MACHINERY BARGAINS.

1 Steam Condenser	30.00
1 Grain Spout complete.....	4.00
1 large bell	20.00
10 Belt Tighteners, each.....	5.00
300 Salem-cups, 6x16, each.....	.12
50 " " 6x18 " .....	.12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18.....	.06
1 26" 3 ply 125 ft. Conveyor Belt.....	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

STEAM ENGINES—BOILERS.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engines" column of the Grain Dealers Journal bargains—the "Steam Engines—Boilers, Chicago.

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Timothy, Clover, Millets and High Grade Seed Grains. Send us samples for bid. Sample envelopes mailed free on request.

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GRAIN, HAY and SEED MERCHANTS

Field Seeds a Specialty

NORTH MANCHESTER, INDIANA

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

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Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.

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CHICAGO, ILL.

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Illinois Seed Co., The, grass and field seeds.

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Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., Wholesale Seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Louisville Seed Co., grass seed dealers.
Ross Seed Co., field seeds, exporters.

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Olds Seed Co., L. L., Wis. field seeds.

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Courteen Seed Co., field seeds.
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ST. LOUIS, MO.

Prunty, Chas. E., field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

COWPEAS FOR SALE.

E. N. Cook, Plymouth, Indiana.

FOR SALE—New timothy seed. Address J. W. Richards, Ferris, Ill.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

FOR SALE—High grade Red Clover, Alfalfa, Crimson—on spot in New York. Wire for sampled offers. I. L. Radwaner, New York City

IOWA GROWN SEEDS for sale. Choice clover and timothy in car load lots or less. Buy your seed direct from original cleaner. Prices quoted on request. Address C. E. Atherton & Co., Deep River, Ia.

SEEDS WANTED.

WANTED—To get in touch with users of cotton seed meal and hulls. Chas. H. Mcinnis, Montgomery, Ala.

CLOVER & FIELD SEEDS wanted. Can place large lots. Make up sampled offers. Car lots and less. I. L. RADWANER, New York City.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

CLOVER SEEDS and clover tailings wanted. We make a specialty of Buckhorn lots. Mail fair average sample with lowest price. Address C. C. Norton's Sons, Greenfield, Ohio.

SEEDS WANTED.

TIMOTHY seed wanted. One to two hundred bags of new seed, from southern Iowa points. Send sample and price. Address J. W. Richards, Ferris, Ill.

GRAIN DEALERS—Submit samples of clover and timothy seed for prices. Uncleaned seed preferred. Paxton Seed Co., Paxton, Ill.

GRAIN WANTED.

WANTED—100 cars good dry Oats Straw and Packing Hay. Address C. T. HAMILTON, NEW CASTLE, PA.

HAY AND GRAIN WANTED
Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

SEEDS

Grain, Clover and Grass Seeds,

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7, 9 and 11 South Main St. SAINT LOUIS

L. TEWELES & CO.

Seed Merchants

Grass and Field Seeds

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WE BUY AND SELL

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Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

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Clover and Timothy Seed

Consignments solicited. Send us your samples.

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"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

BUCKWHEAT GRAIN WANTED

SAMPLES AND PRICES FORWARDED

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Booklet of facts and figures of interest and value, just issued. Free on request.

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Meet Requirements of State Seed Laws

Purisco Brand Timothy	. . .	99 1/2 %	Pure
Purisco Brand Clover	. . .	99 %	Pure
Purisco Brand Alsike	. . .	98 %	Pure
Purisco Brand Alfalfa	. . .	99 1/2 %	Pure

IN PROTECTED PACKAGES
STRONG GERMINATION

TIMOTHY SEED

Packed in 1 bu. cotton bags—3 one-bushel cotton bags to the bale.

RED CLOVER — ALFALFA — ALSYKE

Packed in 1/2 bu. and 1 bu. cotton bags. 4 half-bushel or 2 one-bushel bags to the bale.

NO CHARGE FOR BAGS

Recleaned and Packed by THE ILLINOIS SEED CO., CHICAGO



Timothy—Red Clover—Alsike—
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Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
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**WHITNEY - ECKSTEIN
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Correspondence Invited

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THE GREAT SOIL IMPROVER

GROWING EASY
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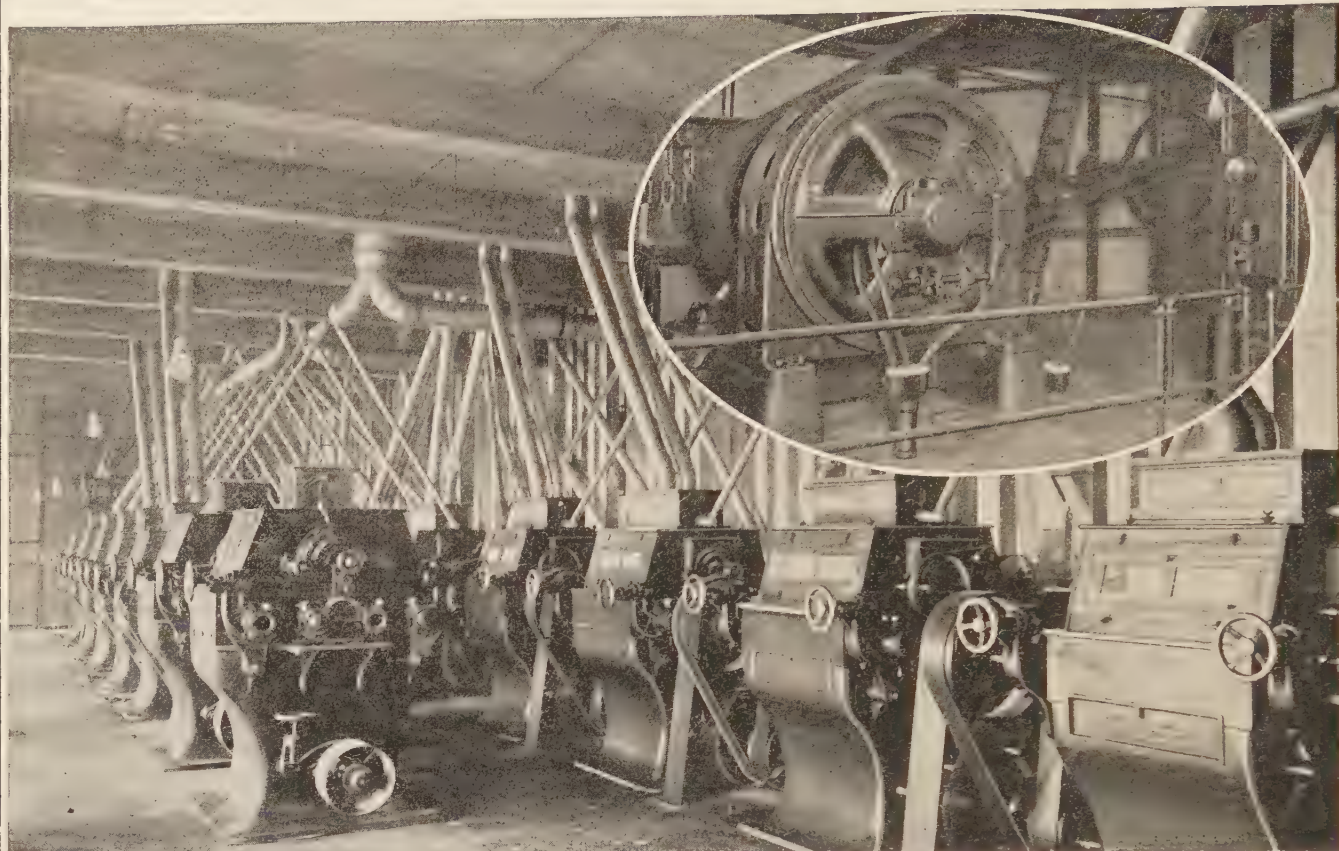
NOD-O-GEN is a pure culture of living bacteria for inoculating alfalfa seed. Its use makes the chances of success with alfalfa 60 per cent greater.
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Get full particulars by mail. Write now.

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Up-to-date equipment in any mill or elevator is sure to cut down operating costs, permitting a larger margin of profit on all grain handled.

Electrically driven mills, in many instances, have shown savings over steam driven mills of twenty to thirty per cent other conditions being equal. While such great savings cannot always be secured electricity has accomplished gratifying results in so many cases that many of the largest mills in this country have adopted G-E motor drive throughout, and the list of installations is steadily growing.

The pictures above show roller floor, and motor in the Commercial Milling Company's large mill and elevator at Detroit, Michigan. There is over 950 h. p. of G-E motors in this plant. This installation furnishes an excellent example of the high efficiency made possible by G-E motor drive.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaving grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, SEPTEMBER 10, 1914.

DO NOT expect to promote your business very far by devoting your time to talking war.

KANSAS CITY will be the grain trade's objective point next month, as the National Ass'n will hold its annual meeting in that city on Oct. 14-15-16th. Commence now to make your plans to go.

D. F. PERDUE is not now, nor has he ever been in the employ of the Grain Dealers Journal, and has not been authorized to receive or collect any money for the Journal. Anyone giving us evidence which will assist in his conviction and imprisonment will be paid \$50.

WITH PRICES for grain continuing to rule high, elevator men everywhere will engage more extensively in the grinding of feedstuffs in order that they may utilize all waste products and send only clean grain to market. The discounts on the dirty grain now frequently amount to several times the cost of removing poor grain and foreign matter.

CONSIGNING HAS been more popular with country shippers during the last five weeks than for many years past, and as a rule the consignor has realized a better profit from his shipment than he would have done had he sold it his track. The reason is to be found in the sky rocket lines made in our market chart, published elsewhere in this number.

ANY GRAIN elevator manager who can prove positively with his own figures that he is handling and can handle grain profitably on a margin of 1c a bushel is in dire need of an auditor. In the majority of cases the large indebtedness of his company to the local banks or the commission firms who are financing him would explain how he is able to handle grain on a cent a bushel.

FREIGHT RATES will be increased again, if the railroads can induce the President to countenance such action. It seems that some of the lines have so much watered stock floating around they are unable to pay interest on their securities, or to float any new bonds to redeem the old. Everyone admits that all of the railroads are greatly overcapitalized, and it does not seem right that the shipping public should be called upon to stand an increase in rates every fifteen minutes, in order that the carriers can meet the obligations forced upon them by unprincipled stock promoters.

WE HAD HOPED that many of our readers would favor the trade with their views on the Grain Warehouse Act introduced by Congressman Moss and published on page 304 of the Grain Dealers Journal for Aug. 25th. In view of the fact that all public elevators in the terminal markets are under state control and regulation, it would not seem necessary or even advisable for the Federal government to compete in similar regulation. It would only serve to confuse and confound the trade. If anyone, after reading House Bill 18440, finds any excuse whatever for such a bill, we would be pleased to have it for publication. The country is already cursed with too much political regulation and domination. Let us have your views.

MANY CORN shippers are courting serious trouble by continuing to sell and bill out 3 Corn, when the grain they ship grades only 4, 5 and 6. In the eyes of the government officials, misbranding is a very serious offense, and in addition to the usual punishment received from the track buyer, the shipper is liable to have his corn confiscated by some well meaning tho misguided government inspector. The new government corn grades have been in force since the first of July, so it behooves all corn shippers to sort their corn carefully and to provide the best corn cleaners obtainable, not only as a money-making practice, but also for the purpose of escaping trouble with the government officials. Time and again shippers have been warned of the dangers they are unnecessarily assuming and in our department of "Letters" this number will be found a communication from the secretary of the Indiana Ass'n, cautioning shippers to refrain from selling what they cannot or do not make any effort to deliver.

LIGHTNING CONTINUES to contribute largely to the fire losses of grain elevators. In the three numbers of the Journal published last month and this we have reported 69 elevator fires. Eighteen of these fires were caused by lightning and nine of the fires started by lightning resulted in a total loss of the property. In other words half of the elevators were saved from total destruction because their owners, recognizing the lightning hazard, remained on guard and extinguished the flames in their incipency.

GRAIN EXPORTERS have been much elated by a notice sent out by the English government to the effect that neutral owners of goods on vessels seized by British men-of-war can obtain their property, when not contraband, by applying to the Procurator General, Whitehall, London. Some shipments were captured which left this country prior to the declaration of war, so that a few exporters were threatened with heavy losses. At present few American exporters are assuming any risks of the sea, the foreign buyers paying for the grain at our seaports.

THE COTTON and stock exchanges are still closed, but the grain exchanges, much to their credit, are still open and doing business every day. Some law makers who could not think of anything else to rattle their heads about, have suggested a closing of all grain exchanges. This would immediately destroy the markets for the country's enormous crops and place farmers and country dealers at the mercy of large dealers with ample capital to buy and sell, without due regard to home production or foreign demand. What the country seems to need more than anything else is to have Congress closed up for a time, so that the people can have a rest from agitation and unnecessary legislation.

THE TRADE COMMISSION Bill has now been passed by both houses of Congress and awaits the signature of the President. It is designed by this bill to have the commission of five absorb all the powers, functions and duties of the Bureau of Corporations, which the bill abolishes. While the principal work of the commission will be to investigate trade practices and methods in their relation to laws enacted for the regulation of trade, the commission will no doubt soon begin to handicap corporations in all lines with petty rules and regulations, in hope of convincing some people that it is really necessary for the commission to assist the Department of Justice in the enforcement of law. The politicians should now enact another law providing for a detective force to see that the commission and the Department of Justice do their duty. The public crib is now so large the tax payers will not mind a few more feeders.

The Dirty Elevator.

The dirty elevator is admitted by everyone identified with the trade to be a repulsive place. The employes and the insurance inspectors may find it necessary to wallow in the dirt occasionally, but customers, who have the option of selecting their own place for doing business involuntarily will select the bright, clean, orderly elevator which has a business air. Frequently elevator employes advertise for positions giving as the only reason for not remaining in the old elevator the fact that it was so dirty and dusty as to be unhealthful.

All of this dirt and dust was taken into the elevator from the farmer's wagon at the price of grain, and with the prices prevailing at present it represents a great waste. Some operators of transfer cleaning and clipping elevators who formerly burned this waste, now put it into bags and sell it, thus deriving a handsome fortune every year from the utilization of screenings, scorings and grain dust, which formerly was burned. Every elevator man can do the same thing and at small expense, if the dust collectors are properly installed.

It has been frequently estimated by fire hazard experts, who make a specialty of grain storage and handling plants, that a large percentage of the fires originating in such plants, now credited to unknown causes, should be credited to the dirt and dust. If the collection and removal of this waste matter would reduce the insurance premiums even 35% as expected, the saving effected would soon pay for the most complex dust collecting system imaginable.

A careful perusal of our "Grain Trade News" columns discloses the fact that many fires are credited by those in a position to know something of their causes, to dust. In view of this fact, it would seem shortsighted on the part of elevator owners to tolerate longer the filthy condition which has been so largely responsible for the destruction of grain elevators. It was long since established that whenever grain dust is suspended in air in certain proportions and exposed to a flame or spark, it will explode with great force. The destruction within recent years of elevators at Toledo, Buffalo, and Richford, Vt., with great loss of life and property, proves beyond any doubt that this hazard is ever present in the dirty elevator, and what is more, the dust is so combustible that even though no explosion occurs to start a fire, the dust is sure to facilitate and hasten the spread of fire in all cases.

The modern dust collecting system, suitable for the needs of the average country elevator, is not expensive, in fact when one takes into consideration the large number of fire losses due to the absence of dust collectors, it is really far

cheaper to install them than to do without them.

Manufacturers of commercial feedstuffs and especially the manufacturers of feedstuffs in which molasses constitutes a large percentage, are always in the market for elevator screenings and dust, but the elevator man who is equipped for grinding feed does not care to sell it. He mixes it in with his off-grade grain and gets a good price for feed at home.

The insurance companies have long complained of the dirty condition of the average elevator. The time is near at hand when they are very likely to do something more than complain. They will charge extra for the hazards resulting from the dust.

The War Tax On Freight.

All freight and express shipments will be taxed 3%, if the War Revenue Tax Bill now pending before the Ways & Means Committee of the House of Representatives becomes a law. It is intended that the carrier shall collect from the shipper the full tax, retain 1% of the amount collected for administration expenses and make returns to the government on the basis of the freight bills.

Grain shippers who are favorable to this new form of taxation on their business may insure their wishes being gratified by writing their representatives in Congress to help pass the bill, and while they are writing it might be well to suggest that inasmuch as grain, hay and seeds constitute a larger percentage of the freight transported by lake and rail carriers than any other commodity, except lumber and coal, it would be just as well to increase the tax ten-fold and make the grain shippers pay it all. The inconsistency of the average Congressman is oftentimes ludicrous. Altho favorable to this tax of 3% on all grain shipments, (which must necessarily increase the cost of breadstuffs to the consumer) yet many of the Congressmen are at the same time favorable to the free admission of wheat, in order that the price of this cereal may be depressed by imports from Canada.

It may be that grain shippers think this 3% tax is a direct discrimination against the grain business and therefore cannot stand in the courts, but as it is worded it will cover all lines, but be paid principally by shippers of farm produce, because the recent movement of freight of this character is alone responsible for the rapid decrease in the number of idle box cars.

Every grain shipper owes it to himself to take this additional 3% into consideration on every bushel he buys or sells, as the Ways & Means Committee at first planned to levy a tax of even a larger percent on all freight bills. In view of the crying need for revenue to meet the needs of the Rivers & Harbors Bill, the

new War Revenue Tax Bill is likely to go into effect as soon as enacted. The middlemen must collect the tax from the producers and consumers and pass it on to the railroad. The railroads are assured 33⅓% of the tax as pay for collecting it. As it seems certain they must soon commence to pay, it behooves them now to begin to collect.

Our Export Grain Trade.

Gradually, though surely, the handicaps to our grain exporters are disappearing, and grain is being sent to Great Britain, France, Belgium and non-belligerents, at the rate of about ten million bushels a week. As the war hazards of the sea are reduced, it is easier to obtain insurance and henceforth vessels of ample carrying capacity are promised to transport our foodstuffs to the hungry Europeans.

Great Britain, France, Belgium, Germany and Austria have long been importers of breadstuffs, but now that the major portion of their able bodied male population is at war, their domestic production will necessarily be reduced to a minimum. Comparatively little winter grain will be sown, so that these countries will afford a ready market for our breadstuffs all next year, even tho the war be ended before Spring.

The agricultural departments of different states are pressing the farmers greatly to increase their acreage of winter sown grain and several of the agricultural commissioners of the southern states are suggesting a substitution of wheat and oats for cotton.

Even though these very practical suggestions be carried out by the farmers and all realize unusual yields, good prices promise to be continued, because of the great reduction in the European acreage. Russia cannot be expected to produce much more than what will be needed at home. Belligerent nations will not consume so much as heretofore, if the ruthless slaughter continues, but it will be necessary for them to import the major portion of their consumption and North America must supply the breadstuffs.

Our markets are very likely to be fickle and flighty for some time to come, as important events pending in Europe are sure to affect directly the European demand for our grain. This will cause all exporters to be extremely nervous and force them to sit still and sail close to shore. The failures in the grain business during the last six weeks have, if anything, been fewer than usual, for the same period. This is due to the fact that dealers everywhere have heeded the warning, adopted conservative methods and played safe.

THE FACT that a grain laden car arrives at destination in apparently good condition is not proof positive that it was not robbed or did not leak in transit. The common law requires the railroad companies to deliver at destination the full amount of grain received at initial point for transportation.

Cement's Value to the Grain Dealer.

Concrete construction has come to be recognized as so greatly superior to all other fire resisting material used in the construction of grain storehouses, that hardly any other material has been used in the building of large terminal elevators during the last five years. Where the concrete is properly mixed and reinforced, the structure stands the test of time and earns the lowest insurance rate obtainable on grain.

Cement has also been found to be the one material which can be used in building elevator foundations, basements and grain pits, to the exclusion of rats, mice and squirrels. If the sinks are properly constructed and reinforced, it does not matter if the rats do undermine the walls, they will still sustain their load, and it will be an easy matter to keep the pits and basement clean and free from weevil, as well as rats. Where possible, every elevator basement should be provided with a drain, so that the walls can be washed down and all dust and insect life carried away. No grain dealer who is posted on the great advantages of the cement foundation, basement and pit, would consider permitting the use of any other material in the construction of his plant, and it is gratifying to know that cement is being used in ever increasing quantity in the construction of country elevators, the prime purpose being, of course, to eliminate the fire hazard.

The use of this material, however, calls for the services of an engineer who knows of the different stresses to which grain storage bins are subjected. He also needs a knowledge of how the cement must be mixed and with what, in order to produce walls which will last. Inspection of concrete in country grain storehouses by fire insurance representatives has disclosed many walls which were crumbling and cracking, proving conclusively that they were not properly constructed. The barn builder or the jack-of-all-trades has no right to engage in the building of concrete grain storehouses. The dealer who employs such incompetents for this class of work is very likely to waste both his time and money.

Cement is being used so extensively in all construction work that no doubt it will soon be made one of the most profitable side lines the grain dealer has ever adopted. It may be necessary to buy and rent a mixer, but if a fair price is obtained for this service, no doubt the elevator man could well afford to use this means of promoting a profitable side line. Then the farmer who brings in a load of grain can take back a load of cement.

CONTRACTING NEW corn on a basis of No. 3, even at a very profitable figure, is quite sure to prove that paper profits and real profits deposited in the bank are two different, distinct and separate things. If you must buy corn now, buy according to government grades and dock every wagon load which does not come up to grade.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad orders car:

N. P. 27325 was set out at Flaming, Minn., Sept. 8, leaking wheat at end.—Ole Wennevold, agt. Thorpe Elvtr. Co.

Ia. C. 3648 passed thru Florence, S. D., Sept. 8, leaking velvet chaff wheat thru bottom of car.—M. H. Gole, agt. Pacific Elvtr. Co.

..... 30712 and 36359 passed thru Mercer, Mo., eastbound Sept. 6, leaking wheat at side.—Alley Grain Co., per A. A. Alley.

C. M. & St. P. 74210 passed thru Webster, S. D., Sept. 4, leaking wheat at side door.—E. A. Wearne.

G. N. 209072 passed thru Preston sta. (Blanchard p. o.), N. D., Sept. 4, leaking wheat at side door and over wheels at end and side.—F. E. Cormack, agt. St. Anthony & Dakota Elvtr. Co.

C. R. I. & P. 250257 passed thru Almena, Kan., Sept. 3, leaking badly at sides.—M. S. Mellor.

Penn. 549905 passed thru Hampton, Ia., eastbound, Aug. 31, leaking oats on side near end over bolster.—J. A. Carden.

C. R. I. & P. 48863 passed thru Whitten, Ia., Aug. 31, leaking oats badly at side of car. Held on siding.—A. J. Mable.

C. & N. W. 112786 passed thru Nevada, Ia., Aug. 31, leaking corn thru grain door between floor and door. Train stopped and car was repaired by brakeman.—Frazier & Son.

Sea Board 22254 passed thru Montmoreri, Ind., via Big 4, Aug. 31, eastbound, leaking white corn underneath at brace rod.—Edward Taylor.

Van. 8487 passed thru El Paso, Ill., Aug. 31, westbound, leaking wheat.—F. S. Larison.

I. C. 26843 was smashed along one side sill, Aug. 31, in yards at Cherokee, Ia., and large amount of yellow corn leaked out.—J. J. Mathews.

C. & N. W. 82056 passed thru Colo., Ia., Aug. 29, leaking corn at side door.—W. J. Kay, sec'y Ia. G. D. A.

C. & N. W. 85708 passed thru Jefferson, Ia., Aug. 29, leaking yellow corn at end. Called agent's attention.—D. Milligan Co.

I. C. 23352 passed thru Quimby, Ia., Aug. 26, leaking oats at side door.—R. Rohde, mgr. Weart & Lysaght Co.

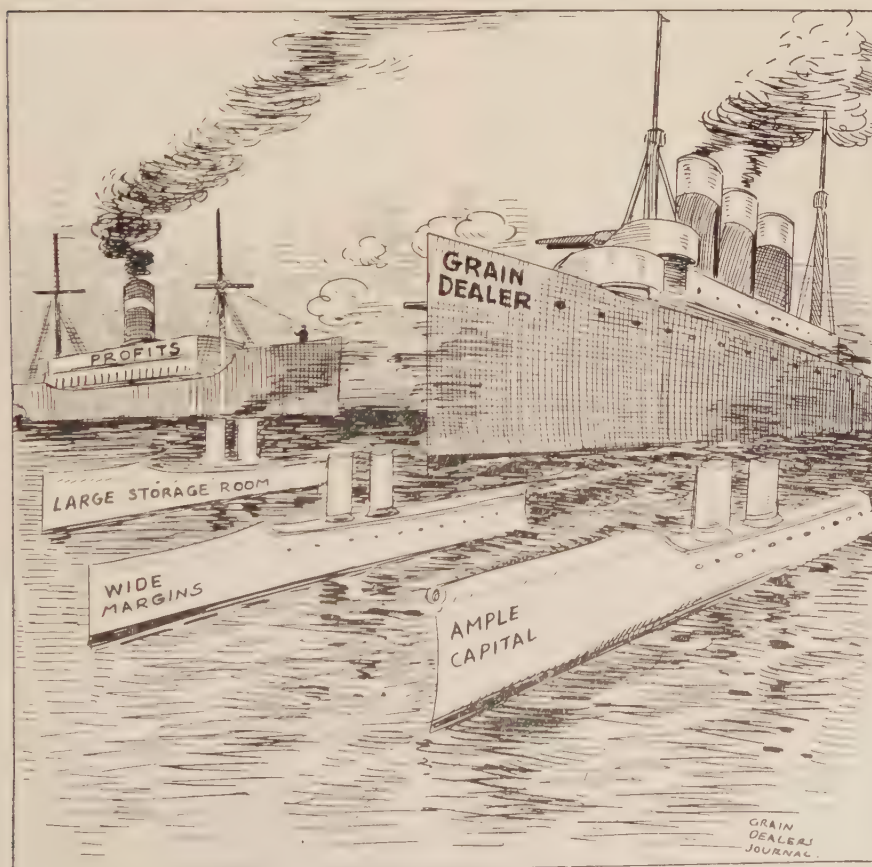
Wab. 64507 passed thru Milmine, Ill., Aug. 26, on train No. 70 leaking white corn continuously over trucks.—Hamman Bros., per T. E. H.

St. L. & S. W. 10458 passed thru Oakland, Ill., eastbound, Aug. 25, leaking white corn at end drawbar. Spoke to local crew conductor, who had it placed on siding.—Henn & Beggs.

G. N. 10712 passed thru Charbonneau, N. D., Aug. 25, leaking wheat under end door.—D. McMaster, mgr. Farmers Elvtr. Co.

C. & N. W. 83950 passed thru Modale, Ia., Aug. 23, southbound, leaking yellow corn at side door.—W. M. Sharpnack, Sharpnack & Co.

C. B. & Q. 29398, leaking wheat badly under drawbar, was noticed by me while passing thru Aurora, Neb., Aug. 22.—B. J. Dodge, McCaull-Dinsmore Co., Hastings, Neb.



The Boat With the Torpedo Escort Will Capture the Prize Ship.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Stop Lending Bags.

Grain Dealers Journal: In your last issue a "disgusted Missouri dealer" says that depreciation on his sacks was 20% on 65,000 sacks. Our experience on 2,200 sacks was 800 missing and the balance were badly damaged. Let's get rid of the sack nuisance.—L. S. M. & I. Co.

Cost 3¾c Per Bushel to Handle Last Year's Crop.

Grain Dealers Journal: We are enclosing herewith a statement showing the approximate expense of handling grain at our stations. The figures are based on the average cost of handling grain through seven houses on the last crop.

Interest on investment.....	\$ 625.00
6% on \$10,000 borrowed to handle grain	600.00
Salary two men and management	2,000.00
Insurance and taxes.....	350.00
Repairs, expenses, fuel, extra labor, etc.....	1,450.00
One-half of 1%, loss in cleaning and discounts on 150,000 bu....	750.00

Total cost.....\$5,775.00

Last year was an unusual year, because of the short crop, but we cannot get away from the fact that it cost us 3¾c per bu. to handle the crop through our elevators.—Shellebarger Elvtr. Co., J. M. Allen, Sec'y, Decatur, Ill.

Track Sales Must Be Filled Regardless of Embargoes.

Grain Dealers Journal: The Export situation in the Southwest is much brighter. All card bids, also a confirmation of purchases are practically all the same and the confirmations agree with the terms of the bids. I have always understood that a contract was not completed until the grain was inspected and weighed at the destination for which it was bought. I see no reason to blame the Exporter for his inability to comply with his contract as it was but a temporary suspension of shipping which no one had anticipated. The blame can not be charged to the Exporter. The fact that the embargo kept shippers from billing the grain undoubtedly continued their contracts and kept them good until such time as the railroads will issue a B/L to the port for which the grain was bought.

In some cases the Exporter refused to pay drafts on duly executed Bs/L shipped before the embargo. I understand the Exporter is taking the position that the nonpayment of drafts does not invalidate their contracts as they claim from their confirmations that the payment of the draft is merely an accommodation or a loan and that the contract can be enforced even if part of the drafts have been turned down.

Many grain dealers in the Southwest were merely holding their wheat that they had sold to the exporters for shipment waiting for the matter to adjust itself and

then they will fill their contracts. Some people, however, are trying to force the matter. I for one can see no reason why a shipper could expect to cancel his contract with the exporter without being in position at least to tender him a B/L.

It looks as if it would be some time before the blockade at the Gulf Ports would be lifted and the country Grain Dealers will probably be obliged to carry the burden until such time as the grain can be shipped to apply on regular contracts.—Yours very truly, J. S. Hutchins, Ponca City, Okla.

How Cost of Concrete Bin Was Kept Low.

Grain Dealers Journal: It is a fact, the grain journals report little or no recent bursting of grain storage bins of wood construction whereas, this used to be of frequent occurrence. It is a good thing to keep up the good work of placing the facts and failures squarely before the trade.

The principal cause of the loss of elevators and grain has been set forth by all grain journals to such an extent, most elevator plans must stand a rigid inspection before they are accepted. The only way weakness can occur is thru the cheap, low priced contractor taking his profits out of the building, by cheapening the work. This, however, is not likely to occur if an inspector is on the work, and not then, if the builder has a reputation to sustain.

Another kind of construction which needs even more careful watching is concrete grain storage. Most grain dealers will be at the mercy of inexperienced cheap contractors—men who know naught of grain elevator construction or the strength of cement.

Some of this work seems to be carried on the same as was done by an Iowa farmer, who purchased a dinkey concrete mixer, and secured contracts for placing County road culverts. A spectator asked him if he had a plan, or anything to determine where and HOW to place bar reinforcing, and he replied, "I place them where I think they shud be."

We bid upon a concrete storage tank at a certain point. Our price was not in

line, and the contract went to another at \$1,000.00 less, or 63% of our estimate.

We have always figured and built such work with a factor of safety of four, and we find this work being placed at about one, or on the ragged edge of failure.

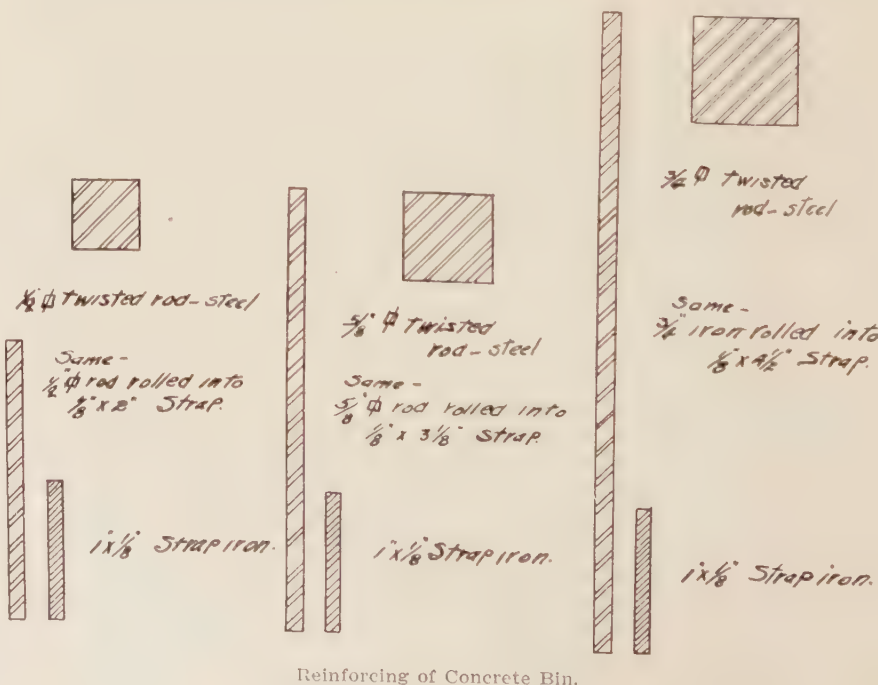
To illustrate, we enclose a sketch showing the reinforcing according to OUR plan, and what was used. Our plan provided for ¾", ⅝" and ½" twisted bars, spaced approximately 12" C to C.

Flat hoop iron ⅝" x 1" same spacing was used. The ratio of amount of steel and tensile strength can be determined at a glance from the cuts and the following figures, ½" bars twice as much steel as ⅝" x 1" hoop iron; ⅝" bars have 3½ times more steel, and ¾" have 4½ times as much. The smooth strap has no mechanical bonding, merely depending upon the adhesion of concrete to the surface, whereas, the adhesion of concrete to the steel must exceed the unit stress per square inch, otherwise the concrete will slip on the steel, and the purpose of the reinforcing will be destroyed. There was more in this than the saving in the amount of steel, as the cost per pound of hoop iron is less, due to the expense of twisting the bars.

Another saving in the cost of constructing this tank was the using of pit run material, consisting of sand and gravel, and boulders—some of them 5" in diameter in a 7" wall. When failure occurs in this class of construction, the blame is placed on the Concrete instead of the contractor.

We based our cost on screened and washed sand and gravel. The cost of sand and gravel as above, would be 25% more, but it guarantees a good, clean material free from poisonous loam, and insures a mixture of Definite proportions.

My idea is not to set forth the manner of construction of this class of work, but to warn grain dealers to know just what they are getting for their money, and to secure specifications covering the work; to know they are getting a grain storage bin, and not a silo; and if necessary, have the plans and specifications submitted to the State Engineers for approval.—J. F. Younglove, Sioux City, Iowa.



Lending Bags to Farmers.

Grain Dealers Journal: Dealers who are tired of sacks shud put in dumps and give the farmer facilities to dump his grain and thus encourage him to haul it in bulk.

Last fall a farmer took out a lot of sacks and lost a bundle of 25 on the road home. The dealer made him pay for the sacks, but the farmer stoutly denied losing them and insisted that the grain dealer did not give him the sacks.

A nigger came to the dealer and said, "Mr. Hunt, did you all lose some sacks?"

Mr. Hunt replied in the negative, but told him the name of the farmer who lost them.

The nigger went to the farmer and said, "Mr. Hunt say you all lost some sacks."

The farmer said he did not lose any. The nigger said, "I'se glad of it, boss, I done find 25 sacks and I'll keep them." The farmer really lost out, which is a surprise. Dealers should stencil their names on their bags and take a receipt, then Mr. Borrower can not deny getting them. But why shud we fool away our time and money lending bags. Let us confine our efforts to buying and selling grain.—M. E.

Caution to Corn Shippers.

Grain Dealers Journal: The Government Corn Grades became effective in all the primary markets of the country July 1st; Corn now being sold or shipped into such markets must be graded according to the Government Standards.

We are advised that much of the Corn being received now, grades 4 and 5, that was sold and shipped for 3 grade. This failure to grade is principally due to excessive rotten or cracked grains, or dirt and foreign matter, not on account of the excessive moisture.

It is understood that many country dealers are contracting for the delivery of New Corn, during the winter months, and as in former years have sold 3 Corn, or 3 or better, wholly disregarding the change in the grades.

At a meeting of representatives of the Ohio, Indiana, Illinois, Iowa and Kansas State Ass'ns in Chicago the 29th, this matter was thoroly discussed and it was considered advisable for each Ass'n to bring to the attention of its members the danger of continuing the practice of selling graded corn for delivery during the winter months, as in the past, since 3 Corn under present grades must not contain more than 17½% of Moisture; 6% Damaged Grains; 2% Dirt; 4% Cracked Corn.

It is not within the province of these Associations to interfere with or try to influence members in their contracts generally, but since the Government Corn Grades must now be applied to all receipts in the markets, and it has been reported that many are already contracting for future delivery, apparently without any consideration of the change in the Standards, we have assumed to caution our members and urge them to carefully consider the New Standards and not proceed on the theory that "any old thing" will be taken on contract. Should Corn shipped for delivery on 3 contract, grade 5 or 6, as some old corn is now grading, dealers must expect liberal discounts.

The new grade 4, is very near what the old grade 3 was, and certainly dealers should not wish to embarrass themselves

by selling a higher grade than the old Three, at current market value for grain of the quality of the new grade of Four.

It was also deemed advisable to call the attention of our members to the importance of cleaning their corn better than formerly, since the apparent purpose of the Government is to force shippers to deliver to consumers, better conditioned corn than formerly.

The entire trade has been supplied with copies of the Government Grades, and we urge all to study them and refrain from making contracts for higher grades than can be delivered, and certainly no one will expect to deliver 3 Corn before the mid-summer, following its harvest.—Respectfully, Chas. B. Riley, Sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

Cost of Handling Grain Too High.

Grain Dealers Journal: In the Grain Dealers Journal for August 25 several parties give the cost of handling grain as 2½¢ and 4½¢ per bu. No doubt a dealer makes a serious mistake when he under estimates the cost of handling grain. Bankruptcy may be the consequence. But it is almost as great a mistake to over estimate it. Loss of his customers and business will follow. I believe if the handling expenses, before a dealer makes a cent profit, would on an average amount to 2½¢ to 4½¢ per bu., then nine-tenths of all dealers would today be out of business. What is the use then of making such statements? They will not help to educate anybody.

Everyday experience proves that 2¢ per bu. in handling corn and oats, and 3 to 4¢ in wheat will not only pay all expenses, but will allow a living profit. One important thing in running any kind of business is to cut down unnecessary expenses. I will point to just a few mistakes in those statements: A plant that doesn't handle more than 96,684 bu. is not worth more than one-half of the given price (\$7,509.00), no matter what it cost to build. To handle less than 100,000 bu. a working capital of \$3,000.00 or less is sufficient, unless the owner holds the grain for higher markets, and then the interest ought to be charged against the gain, and not as over-head expenses.

To pay annually \$1,234.18 for repairs is out of all proportion, especially when one figures \$1,300.00 annually for depreciation. If I spend \$1,234.18 for repairs, then I would expect that my house is fully worth as much at the end of the year as at the beginning.

A loss of \$1,162.90 for shrinkage and loss in transit is large enough for 3 years. To spend from \$150.00 to \$200.00 to investigate "off-grades," etc., is just about ten times too much. Keep away from robbers, even if they pay ½¢ or 1¢ more than others, and you will save this item.

I buy on grade and lose very little on off-grade grain. The farmer that has good, dry grain need not be told that his grain is worth 1 to 3¢ more than "Mr. Do-not good's rotten, musty stuff."

Every grain dealer ought to get a fair profit for his labor and his investment, like any other business man. But many a grain dealer can't blame anybody but himself, that he has a competitor across the street, where there should be not more than one house; he was not satisfied with a fair profit; he did not know a good thing when he had it. Fair dealing with the farmer will build up a business, and will keep away unnecessary competition.—Yours truly, Wm. Zierfuss, Heyworth, Ill.

Cincinnati Hay Inspection Tallied With Grade of National Hay Ass'n.

Grain Dealers Journal: During the past few years there have been many criticisms of hay inspections at Cincinnati, in view of which we wish to report the outcome of a case of disputed grading a short time ago.

A shipper in Indiana sold several cars of No. 1 timothy hay to a Cincinnati dealer, settlement to be made on the basis of Cincinnati official weights and grades.

When shipping the seller gave instructions that if the door inspection did not show all No. 1 timothy he was to be advised before the cars were unloaded. Upon arrival the door inspection showed a very few No. 1 bales, most of them being No. 2 and a few bales No. 3.

The dealer at once advised the shipper as to the door grades. He was much dissatisfied and requested the chief inspector of the National Hay Ass'n to inspect the hay. The chief promptly appeared and was shown the cars and carefully inspected the hay without any knowledge of what the Cincinnati inspector had classed the shipment. He made his report direct to the shipper.

Upon comparing the two inspections as given in both reports it was found that they agreed exactly. Every bale inspected by both inspectors was classed as of the same grade.

Proof of this statement can be obtained by any shipper by writing to Mr. C. J. Sealy, chief inspector of the National Hay Ass'n, at Cleveland, O., and Mr. E. F. Dennis, chief hay inspector of the Cincinnati Chamber of Commerce.—Maguire & Co., Cincinnati, O.

Southern Railway Precautions to Prevent Errors in Quoting Freight Rates.

Grain Dealers Journal: We have noted your issue of the 25th ultimo, especially that portion which refers to alleged suffering on the part of shippers on account of misquotation of freight rates.

On account of my intense interest in the grain traffic, I have been more or less a close reader of your publication, and I have noted with keen regret the harshness with which at times you judge transportation companies. At one time or another you have accused us of all the sins on the calendar, but I do believe if there is one branch of our service that has shown material improvement it is the question of proper collection of freight rates.

Speaking for the grain shippers with whom I have come in contact, I will say that almost without exception they are a very intelligent lot and that they either themselves or through their organizations maintain as good railroad talent as can be had and that in the vast majority of instances they ask us for our tariffs rather than our quotations.

Following the enactment of the last Act to Regulate Commerce, or rather following the enactment of the last amendments to the Act to Regulate Commerce, the principal transportation companies in a conscientious effort to meet the spirit as well as the letter of the law, revised their method of quoting freight rates to the extent that the quotations are now handled through centralized agencies and are vided and rechecked until the opportunity for

error is reduced to the lowest possible minimum. As a matter of fact, most of the lines have designated certain offices to which certain requests for rate quotations shall be referred, it being hardly possible to keep a complete set of tariffs at the various smaller grain shipping points.

Going back over my experience of the last few years I can recall very few complaints that have reached us from grain shippers with respect to the misquotation of freight rates and I have no doubt but what my experience is similar to that of the other traffic men throughout the country.

It has been a source of regret to me that the Grain Dealers Journal does not give the carriers credit for what they conscientiously endeavor to do and if possible point out the way by which better things can be brought about, rather than continually shying a stone at our heads.—Yours truly, E. R. Oliver, Asst. Gnl. Frt. Agt. Southern Rlwy., Louisville, Ky.

American Marine to Gain 125 Ships.

In an official statement Sept. 7 the U. S. Dept of Commerce, thru Acting Sec'y Sweet at Washington, announced:

"The American merchant marine will be augmented by not less than 125 ships within a few days. These, with the British vessels still keeping the seas, will be ample to take our surplus agricultural products to the consumers abroad. It will give us such command of the situation that the purchaser will be unable to dictate prices.

"Of course, it is well understood that the steel, oil and fruit fleets will come in. But there are others, some not connected with any established line, that will register as rapidly as we can get to them. This includes the Robert Dollar fleet of ten ships of the best on the Pacific.

"The United Fruit ships are too fine to go into general commerce, as they are refrigerator ships, but in an emergency they can carry meats and fruits even to the point of taking our apple crop across the ocean. The steel fleet is admirably adapted to general trade and with simple minor changes can carry cargoes of grain and coal to any point where there is a market.

"We will get our best benefit from the registry of a large number of what are known as tramp steamers. They are owned by Americans who operated them under foreign flags because of our navigation laws. It is predicted that once under American registry they will never get out. These ships will develop commerce because they are willing to go to any point to get business."

CALCIUM CHLORIDE solution will soon be needed for water barrels, fire buckets and cooling water for the water jacket of gasoline engines, in order to prevent freezing.

A MEMBER of Congress who evidently is anxious to be re-elected introduced a resolution in the House this morning, providing for the abolition of the duty on wheat. This resulted in the immediate decline of the price at Chicago. If the Minneapolis millers can obtain spring wheat without paying a duty no doubt they will use much more Canadian wheat and less winter wheat, unless Canada prohibits the exportation of wheat except to Great Britain, as has been threatened several times recently.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Wants Addresses of Firms Supplying Rat Exterminator.

Grain Dealers Journal: Some time ago we noticed in the Journal advertisements on how to rid elevator of rats. We would like to have the names and addresses of such firms supplying rat exterminators.—W. L. Reed & Son, Monteth, Ia.

Ans.: We cannot recommend exterminator which was advertised by Scranton, Pa., man.

How to Collect Claims.

Grain Dealers Journal: We have installed a new automatic shipping scale in our elevator and since its installation have carefully weighed each shipment. Still shortages are reported at destination. Can you give us the name of any reliable firm that will collect shortage claims for us?—Hornor-Outlaw Grain & Coal Co., Saybrook, Ill.

Ans.—We are not in a position to recommend any railroad claim collector except the State Grain Dealers Ass'n. First be sure that your scale is weighing correctly.

How to Keep Out Moths?

Grain Dealers Journal: What is the best way to keep out of a feed mill building the millers that make the feed webby? We are now using fumigators every 10 days; but the moths are getting more and more numerous.

Some years we are also troubled by weevil. When we have hominy and keep it thru July and August and then empty the bag 5 or 6 pounds of wormy, webby hominy will stick to the bag. When winter comes these troubles are over. What do the grain and flour dealers do where it is warm weather all the year around, as in Florida and California?—S. J. Goodsell, Bristol, Conn.

Ans.: Unless all the walls are swept down with a very stiff broom and all parts of the building are kept clean great difficulty will be experienced in driving out the moths. Clean out all spouts, elevator boots and all of the corners. The basement floor and walls should be covered with cement. Then after the dark corners have been whitewashed and the entire plant has been cleaned thoroly, make it air-tight and kill the remaining insects in the stored and sacked grain and flour by applying Fuma-Bisulfide made by Edward

R. Taylor of Penn Yan, N. Y. It would be advisable to obtain enough of this material to apply the gas three or four times to exterminate the new broods.

How to Keep Bugs Out of Wheat?

Grain Dealers Journal: It seems that this season farmers are troubled more than usual with bugs in their wheat. A good many farmers have to sell their wheat on account of weevil.

How can we keep bugs out of our wheat? What kind of drug is best to use for fumigating?—Eagle Mill & Elevator Co., Higginsville, Mo.

Ans.: Read reply to S. J. Goodsell on this page. Fuma-Bisulfide, supplied by Edward R. Taylor, will kill the insects without damage to grain or building when used according to directions.

Permit to Install Track Scale?

Grain Dealers Journal: We are investigating if it would be advisable to install a track scale so that we could weigh the cars empty and loaded. Can the railroad company be forced to give a permit to install a track scale?—Oreana Grain Co., Oreana, Ill.

Ans.: I do not know whether it would be possible to force a railroad company to permit the installation of a track scale. However, it has been our experience at Chicago, that where a track scale is installed on railroad property, the railroad necessarily assumes all risk of injury, due to the failure of the track scale as a safe right of way or piece of railroad, and therefore its engineers insist on "passing" not only on the foundation of the scale, but also on the scale itself.

In a number of cases, where the railroad has had contracts with scale companies to equip their road with this particular scale company's scale, they have insisted that the party desiring to install a scale on railroad property, purchase this particular type of weighing machine.

In view of the fact that the railroads for the most part are anxious to secure accurate billing weights, I believe that they would co-operate with anyone desiring to install a track scale; and if the proper official is reached, I believe the matter of installation can be arranged.—H. A. Foss, Board of Trade Weighmaster, Chicago, Ill.

Coming Conventions.

Sept. 22. Missouri Grain Dealers Ass'n at Moberly, Mo.

Sept. 23, 24. Michigan Bean Jobbers Ass'n at Saginaw, Mich.

Oct. 14, 15, 16. Grain Dealers National Ass'n at Kansas City.

THE WORLD price of grain and cotton will be stabilized if the plan of the resolution introduced into the House of Representatives by Representative Alexander of Missouri becomes effective. The measure proposes an international commerce com'n thru the international institute of agriculture. It was passed upon suspension of the rules.

Contraband and Non-Contraband.

The following tabulation of the status of cargo under international law when a vessel is seized has been prepared by Willcox, Peck & Hughes, adjusters and

insurance brokers, based on the assumption that the port of destination referred to therein is the final destination of cargo:

Vessel owned by	Port of destination of vessel and cargo	At time of capture or seizure cargo owned by	Whether cargo is liable to confiscation
Enemy	Enemy	Enemy	Yes, whether contraband or not
Enemy	Neutral	Enemy	Yes, whether contraband or not
Enemy	Neutral	Neutral	No, whether contraband or not
Enemy	Enemy	Neutral	Yes, if contraband; no, if not
Neutral	Enemy	Enemy	Yes, if contraband; no, if not
Neutral	Neutral	Enemy	No, whether contraband or not

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

IDAHO.

Grangeville, Ida., Sept. 5.—Harvesting well along; farmers not selling freely.—Victor Peterson, mgr. Union Whse. & Sply. Co., Ltd.

ILLINOIS.

Randolph, Ill., Sept. 2.—Old corn about gone.—F. C. Martens.

Lomax, Ill., Sept. 6.—Wheat about all shipped out.—Lomax Elvtr. Co.

El Paso, Ill., Sept. 1.—Farmers are reluctant sellers of oats.—F. S. Larison.

Industry, Ill., Aug. 27.—Farmers holding about 50% wheat.—Sullivan & Garrison.

Harvel, Ill., Aug. 26.—All feed will have to be shipped in.—Harvel Grain Hay & Sply. Co.

Chillicothe, Ill., Aug. 27.—Good many oats but very little wheat in farmers hands here.—W. W. Dewey & Sons.

INDIANA.

Goodland, Ind., Sept. 3.—Old corn about gone.—Goodland Grain Co.

North Judson, Ind., Sept. 4.—Old corn about gone.—Peoples Grain Co.

IOWA.

Roelyn sta. (Moorland p. o.), Ia., Aug. 31.—About 10% corn in farmers hands.—Farmers Elvtr. Co.

KANSAS.

Howell, Kan., Sept. 5.—Not much threshing done so far.—G. D. Estes, Stafford, Kan.

Stafford, Kan., Sept. 5.—Buyers paying \$1.00 today; threshing mostly done.—G. D. Estes.

Bloom, Kan., Sept. 5.—Considerable threshing to be done yet.—G. D. Estes, Stafford, Kan.

Simpson, Kan., Sept. 5.—Paying \$1.00 for wheat; will have to buy considerable oats and corn, as no feeding grain was raised; some wheat has been fed.—Simpson Grain Co.

Rye Movement in August.

Receipts and shipments of rye at the various markets during August, 1914; compared with August, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Minn'polis	740,440	693,200	296,240	254,840
Chicago	285,000	250,000	58,000	50,000
Duluth	195,282	318,219	218,460	257,133
Milwaukee	181,600	163,900	75,037	27,590
St. Louis	91,500	113,740	53,470	87,840
Cincinnati	62,619	88,776	33,684	22,942
Baltimore	55,192	112,431	.....	85,761
Omaha	48,400	59,400	24,000	41,000
Kan. City	24,200	84,700	12,100	56,100
Toledo	9,000	27,000	12,600	13,400

Oats Movement in August.

Receipts and shipments of oats at the various markets during August, 1914; compared with August, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	23,729,000	13,896,000	12,229,000	8,182,000
Milwaukee	3,893,100	1,254,300	2,137,662	786,650
St. Louis	2,437,850	2,979,300	2,303,180	1,562,335
Minneapolis	2,479,200	3,406,470	877,040	487,620
Omaha	1,864,900	2,531,300	1,215,000	1,008,000
Toledo	1,347,200	1,539,000	483,200	528,700
Cincinnati	1,076,122	939,932	675,569	499,012
Kan. City	992,800	1,827,500	525,300	827,900
Baltimore	809,256	576,262	27,705	.....
San Fran.	143,062	89,062	.....	.....
Duluth	113,828	833,464	92,029	1,436,802
Wichita	105,000	235,500	84,600	178,600
N. Orleans	.....	.....	77,402	389,620

MICHIGAN.

Owosso, Mich., Aug. 26.—Most grain has been harvested.—Harry A. Northway.

Lansing, Mich., Sept. 5.—Total number of bus. of wheat marketed at 67 mills, 85 elvtrs. and to grain dealers during August is 412,190 bus. The estimated total number of bus. of wheat marketed during August is 1,500,000 bus.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Franklin, Minn., Sept. 1.—Grain coming in.—Citizens Mlg. Co.

Borup, Minn., Aug. 31.—Weather unfavorable for threshing.—Agt. Duluth Elvtr. Co.

MISSOURI.

Kansas City, Mo., Aug. 26.—About 90% of the stock threshing of wheat in western Kansas is still unfinished.—Watkins Grain Co.

Columbia, Mo., Sept. 5.—Considerably more than usual of 1914 wheat crop was stacked and is yet to be threshed. Of present corn crop 21% has been or will be cut; about 1/5 is for silage.—Jewell Mayes, sec'y State Board of Agriculture.

MONTANA.

Flaxville, Mont., Sept. 1.—Threshing will start by middle of week.—L. A. Brown, buyer International Elvtr. Co.

NEBRASKA.

Plainview, Neb., Sept. 3.—Shock threshing all done.—E. Weinberger, agt. Nye Schneider Fowler Co.

Cook, Neb., Sept. 7.—About 70% wheat has been shipped; not much corn or oats will be shipped.—Cook Lbr. & Grain Co.

Palisade, Neb., Sept. 2.—Not much wheat moving; farmers holding for better prices; will have lots of corn but not many oats to sell.—E. A. Felzien.

NORTH DAKOTA.

Whitman, N. D., Aug. 27.—Grain cutting just finished.—A. J. Moris, agt. Atlantic Elvtr. Co.

Wilton, N. D., Sept. 4.—First new wheat began to move Sept. 3.—J. A. Schroeder, mgr. Wilton Elvtr. Co.

Charbonneau, N. D., Aug. 27.—Threshing well started; prices good.—C. F. Schoen, agt. Victoria Elvtr. Co.

Mantador, N. D., Sept. 2.—Threshing will be finished by Sept. 10 with favorable weather.—H. A. Jacobs, agt. Atlantic Elvtr. Co.

Starkweather, N. D., Sept. 2.—Threshing commenced Aug. 20 which is earliest for

years.—A. T. Hilden, agt. St. Anthony & Dakota Elvtr. Co.

Watford sta. (Shafer p. o.), N. D., Sept. 4.—Threshing in full swing; expect to handle 200,000 bus. grain.—J. C. Zeiler, sec'y Farmers Co-operative Elvtr. Co.

OHIO.

Marengo, O., Sept. 1.—Farmers holding wheat for \$1.25.—T. W. Babcock.

SOUTH DAKOTA.

Bonesteel, S. D., Sept. 4.—Threshing about all done.—Ed. S. Donohue.

Bard sta. (Mitchell p. o.), S. D., Sept. 2.—Farmers selling freely.—J. F. McLaughlin.

Erwin, S. D., Sept. 1.—Will handle about 1/5 less grain than last year.—Erwin Elvtr. Co.

Bonilla, S. D., Aug. 28.—Threshing just started.—J. E. Rush, agt. Siberz Bros. & Craig.

Kaylor, S. D., Aug. 28.—Threshing nearly done; little grain moving.—Farmers Elvtr. Co.

Kaylor, S. D., Aug. 25.—Not much grain moving as there is not much threshed so far.—Till & Koch.

Conde, S. D., Sept. 4.—Threshing nearly done; about 60% crop was marketed from machine.—E. I. Bullock.

Artesian, S. D., Aug. 27.—Do not expect to handle over 1/4 usual amount this season.—Farmers Grain Co.

Winner, S. D., Sept. 7.—Farmers holding wheat for higher prices.—C. L. Smith, agt. Nye Schneider Fowler Co.

Canova, S. D., Sept. 1.—Grain shipped from this station will fall short of average year.—Agt. J. J. Mullaney.

Tabor, S. D., Sept. 7.—Practically all corn will be used at home for feeding.—Farmers Co-operative Ass'n.

Vayland, S. D., Sept. 7.—Shock threshing about completed.—J. G. Lounsbury, agt. G. W. Van Dusen & Co.

Plankinton, S. D., Sept. 5.—Will not handle over 50,000 bus. grain.—G. H. Barter, mgr. Farmers Elvtr. Co.

Milbank, S. D., Sept. 5.—Shock threshing about completed in this locality; stack threshing just begun.—H. A. Riley, agt. Empire Elvtr. Co.

Garretson, S. D., Sept. 1.—Small grain movement nothing extra; all farmers holding for higher prices; threshing more than 1/2 done.—F. A. Nickel, agt. Thorpe Elvtr. Co.

Barley Movement in August.

Receipts and shipments of barley at the various markets during August, 1914; compared with August, 1913, were in bushels, as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
San Fr.	2,400,208	819,291	.....	.....
Minneapolis	2,299,780	2,129,920	1,355,500	1,572,100
Chicago	851,000	1,188,000	346,000	299,000
Milwaukee	763,140	435,700	187,927	106,400
Duluth	604,744	820,263	129,791	455,441
St. Louis	57,750	35,320	11,060	8,160
Kansas City	5,600	57,400	5,600	.....
Omaha	4,200	1,400	.....	4,000
Toledo	3,000	1,000	.....	.....
Baltimore	1,978	3,600	.....	.....
Cincinnati	1,909	25,973	3,515	28

Corn Movement in August.

Receipts and shipments of corn at the various markets during August, 1914; compared with August, 1913, were in bushels, as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	9,925,000	4,291,000	6,132,000	5,421,000
Milwaukee	2,082,075	292,640	1,100,536	204,810
Omaha	1,942,800	2,547,600	2,146,100	2,103,200
St. Louis	1,559,800	1,520,050	1,018,790	663,270
Kan. City	961,250	1,486,250	577,500	807,500
Cincinnati	661,180	601,168	395,225	273,211
Minneapolis	581,080	407,830	408,360	182,560
Galveston	414,045	6,429	.....	.....
San Fran.	294,500	.....	14,305	10,120
Baltimore	247,861	210,036	62,300	61,000
Toledo	243,600	182,400	.....	.....
Wichita	12,000	65,000	.....	14,000
N. Orleans	.....	.....	1,606,772	4,417,187
Duluth	.....	2,694	.....	10,848

Exports of Grain, Weekly.

Week ending.	WHEAT.		OATS.	
	1914.	1913.	1914.	1913.
July 4	3,794,000	3,358,000	470,000	550,000
July 11	5,758,000	3,535,000	672,000	647,000
July 18	5,087,000	2,130,000	474,000	444,000
July 25	7,711,000	4,199,000	277,000	207,000
Aug. 1	8,196,000	4,472,000	345,000	437,000
Aug. 8	4,347,000	6,278,000	384,000	118,000
Aug. 15	3,425,000	6,551,000	289,000	366,000
Aug. 22	9,286,000	5,731,000	612,000	215,000
Aug. 29	8,643,000	6,504,000	323,000	92,000
Sept. 5	9,049,000	3,984,000	769,000	278,000

Total 65,096,000 46,742,000 4,606,000 4,357,000

Wheat Movement in August.

Receipts and shipments of wheat at the various markets during August; compared with August, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	17,721,000	14,445,000	16,295,000	9,242,000
K. City	11,626,800	7,045,200	7,479,600	1,780,400
Minneapolis	8,892,210	6,778,160	2,903,100	2,599,410
St. Louis	4,243,857	4,353,633	3,218,050	2,870,100
Baltimore	2,770,153	4,712,632	2,392,509	4,672,546
Wichita	2,590,800	1,750,400	1,627,200	992,400
Duluth	2,136,993	1,319,614	1,737,400	3,438,334
Omaha	1,978,800	3,828,400	1,798,800	2,586,000
Milwaukee	1,558,200	640,550	701,572	351,900
Toledo	775,000	1,165,000	164,300	169,900
San Fran.	521,400	365,867	.....	.....
Cincinnati	464,888	493,523	306,015	461,930
N. Orleans	.....	.....	3,958,734	3,966,984
Galveston	.....	.....	5,329,515	4,554,060

Manchester, S. D., Aug. 31.—Number of farmers holding grain account war; expect better prices later on.—Chas. Brooks, agt. Atlas Elvtr. Co.

WISCONSIN.

Beaver Dam, Wis., Aug. 26.—Much barley will be fed owing to high price of corn and oats.—H. E. Krueger.

Monroe, Wis., Sept. 3.—No grain will be shipped from here this year, probably 50 or 75 cars will be shipped in.—Monroe Model Mill.

Milwaukee, Wis., Sept. 1.—Receipts of grain at this market for the crop year ending Sept. 1 were 7,219,700 bus. of wheat, 13,179,140 of corn, 21,072,800 of oats, 17,827,380 of barley and 2,793,525 bus. of rye; compared with 9,204,400 bus. of wheat, 9,618,860 of corn, 16,355,660 of oats, 19,656,900 of barley and 3,500,300 bus. of rye received during the crop year ending Sept. 1, 1913. Shipments for the year included 3,814,109 bus. of wheat, 8,309,364 of corn, 18,523,095 of oats, 3,883,029 of barley and 2,211,517 bus. of rye; compared with 5,200,103 bus. of wheat, 6,788,070 of corn, 14,271,533 of oats, 5,712,490 of barley and 2,738,766 bus. of rye shipped during crop year ending Sept. 1, 1913. Figures for corn are from Dec. 1, 1913, and 1912 only.—H. A. Plumb, sec'y Chamber of Commerce.

Well to Know Unit of Measure When Buying.

The Texas Grain & Elevator Co., of Ft. Worth, Tex., defendant, was the loser in a suit brot by the Law Reporting Co., of New York, and decided May 14 by the Court of Civil Appeals of Texas, giving judgment for \$649.20, alleged to be due for copies of testimony.

E. B. Doggett, of defendant company, received the following offer:

We have completely transcribed and are prepared to furnish at once the testimony taken recently in the grain investigation by the Interstate Commerce Commission at Chicago, Kansas City, Omaha and Des Moines, at the rate of ten cents per folio. This testimony is of the utmost importance to grain, elevator and railroad companies. May we enter your order?

He replied "Please send me one copy of the testimony taken in the Interstate Commerce Commission grain investigation at ten cents per folio."

Copies of the testimony were sent by mail in the next 30 days in the form of loose sheets bound together, and when the last of the sheets were delivered a bill was rendered showing that 6,492 folios had been furnished, which at 10 cents per folio, amounted to \$649.20.

Mr. Doggett's feelings on receiving this bill may be imagined. He felt like the Belgian burgomaster of Brussels on receiving the demand of the German general for \$40,000,000 ransom. His remarks were the Texas equivalent for "Donner und blitzen" and even more emphatic. In court he testified that he understood the term "folio" to mean a pamphlet, or small book, consisting of a number of pages bound together, and he supposed the testimony would cost only a few dollars.

He wrote that there must be some mistake, that he had not contracted to pay any such price; and the Texas Grain & Elevator Co. returned the transcripts by express, but plaintiffs refused to accept them, and sent them back.

When suit was brot the lower court ruled in favor of defendant Texas Grain & Elevator Co. on the ground there was no contract because the minds of the parties had not met; but the higher court reversed this decision, holding that the fact Mr. Doggett did not know the meaning of the word was no excuse, stating that if he had consulted some standard dictionary he would have discovered that the term folio means a certain number of words, and in some instances 100 words.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Sept. 1.—Western Canada's wheat crop is 135,000,000 bus., according to official estimate.

IDAHO.

Grangeville, Ida., Sept. 5.—Grain yield not up to expectations; oats and barley quality good; some wheat smutty.—Victor Peterson, mgr. Union Whse. & Sply. Co., Ltd.

American Falls, Ida., Aug. 25.—Frost did considerable damage to wheat in this county; in some parts yield 50% of normal; total yield in this county will exceed 800,000 bus.; mostly hard winter wheat.—M.

ILLINOIS.

Randolph, Ill., Sept. 2.—Corn will make $\frac{3}{4}$ crop.—F. C. Martens.

El Paso, Ill., Sept. 1.—Corn will make about $\frac{1}{2}$ crop.—F. S. Larison.

Harvel, Ill., Aug. 26.—Crops complete failure.—Harvel Grain, Hay & Sply. Co.

Lomax, Ill., Sept. 6.—Wheat good; corn and oats about 25% crop.—Lomax Elvtr. Co.

Chenoa, Ill., Sept. 2.—Corn will average 40 bus.; maturing well.—Graham & Benton.

Industry, Ill., Aug. 27.—Wheat fine; corn will be short; will make about $\frac{1}{2}$ crop.—Sullivan & Garrison.

Chillicothe, Ill., Aug. 27.—Some fall plowing being done but need rain badly; almost impossible to plow; will have about $\frac{1}{2}$ crop corn.—W. W. Dewey & Sons.

INDIANA.

Goodland, Ind., Sept. 3.—Corn will average 25 bus.—Goodland Grain Co.

North Judson, Ind., Sept. 4.—Corn will average 20 bus.—Peoples Grain Co.

Brook, Ind., Sept. 3.—Weather been too dry; corn will make 60% crop.—Lyons, Rich & Light.

Morocco, Ind., Sept. 3.—Corn only average 30 bus.; been too dry.—E. R. Moore, agt. M. Duffy.

Kokomo, Ind., Sept. 7.—Corn will make $\frac{2}{3}$ crop; wheat acreage will be 25% larger.—C. M. Barlow.

Argos, Ind., Sept. 4.—Corn will average 15 bus.; wheat acreage will be same as last year.—W. A. Meloy.

Knox, Ind., Sept. 4.—Corn good; will average 35 bus.; wheat acreage will be 25% larger.—Guy M. Wells.

Lakeville, Ind., Sept. 8.—Corn will make good average crop; wheat acreage will be increased 20%.—W. D. Wilson & Co.

South Bend, Ind., Sept. 8.—Corn 60% of crop; wheat acreage will be same.—I. H. Scoffern, mgr. South Bend Grain Co.

Mishawaka, Ind., Sept. 8.—Corn half crop; wheat acreage will be increased 10%.—E. G. Hathaway, mgr. Burrell & Morgan.

San Pierre, Ind., Sept. 4.—Corn on high ground no good; on low ground fairly good; will average $\frac{3}{4}$ crop.—R. T. Kingman.

Plymouth, Ind., Sept. 8.—Corn will make $\frac{3}{4}$ crop; wheat acreage will be less than last year account drouth and fly.—E. N. Cook.

Kewanee, Ind., Sept. 7.—Lowland corn fine; highland corn poor; will average 75% crop. Wheat acreage will be 25% larger.—F. J. Baird.

Pinola, mail La Porte, Ind., Sept. 7.—Wheat averaged 20 bus.; acreage will be 20% larger; corn will make 60% crop.—C. H. Johnston.

Culver, Ind., Sept. 7.—Corn poor, will not make over 20 bus.; wheat acreage will be smaller account drouth.—L. Hawkins, mgr. Culver City Grain & Coal Co.

La Paz, Ind., Sept. 8.—Corn fair; will make 35 bus.; wheat will be double last year's average; oats made 25 to 30 bus.—C. E. Shafer, Agt. Kraus & Apfelbaum.

IOWA.

Roelyn sta. (Moorland p. o.), Ia., Aug. 31.—Oats acreage about normal; corn acreage 110%; no winter wheat in this locality.—Farmers Elvtr. Co.

Des Moines, Ia., Sept. 6, 1914.—More rain during last 7 days than in any other week of season; in many localities rain accompanied by destructive wind squalls did much damage to corn. Light frost occurred in exposed places over the northwestern counties, but no damage was done; rain was of great benefit to plowing and to some late corn; plowing is now progressing rapidly, and a large area is being prepared in the southern districts for fall wheat and rye. Corn is maturing rapidly and fully $\frac{3}{4}$ of it will be beyond danger of frost by end of coming week; more than 90% of it will be safe by the 20th and practically all by end of month. The average condition of corn on Sept. 1 was 87% or a loss of 10% during August. With favorable weather in the future corn husking will begin earlier than usual.—Iowa Section, Weather Bureau, Dept. of Agriculture.

KANSAS.

Simpson, Kan., Sept. 5.—Immense wheat crop; another large acreage wheat will be put out this year.—Simpson Grain Co.

Haviland, Kan., Sept. 7.—Weather extremely dry; little ground in shape for fall seeding; not much corn.—R. W. Smith, mgr. Haviland Mercantile Exchange.

MICHIGAN.

McBain, Mich., Aug. 26.—Wheat yield good; rye about 90%.—A. E. Schepers.

Beaverton, Mich., Aug. 26.—All grain crops normal; acreage average.—R. Ross.

Davison, Mich., Aug. 26.—Wheat is 20% crop; oats 10% above average; acreage is average.—I. J. Berry.

Imlay City, Mich., Aug. 26.—Wheat 10% above average yield; oats average; rye and barley good.—Lewis Steele.

Bay Port, Mich., Aug. 26.—Wheat and oats are 10% above the average; other crops about same.—W. J. Orr.

Shepherd, Mich., Aug. 26.—Wheat is 25% above average; oats not up to previous estimates; corn average.—W. L. Dibble.

Adrian, Mich., Aug. 26.—Wheat average yield; oats about 75%; corn 85%; general crop acreage is increased.—W. A. Cutler.

Lansing, Mich., Aug. 26.—All grains yielded far above average crop in this vicinity; acreage was average.—F. L. Young.

Postoria, Mich., Aug. 26.—Wheat yield is 50% above average; oats average; rye good; general acreage 110%.—C. A. Manchester.

North Branch, Mich., Aug. 26.—Wheat yield is fair; oats light; yield poor; barley and rye average; corn about 75% crop.—George Kelley.

Jackson, Mich., Aug. 26.—Wheat will average 140%; oats fine quality, average yield; rye fine but light; acreage average.—Willis E. Shelden.

St. John, Mich., Aug. 26.—Wheat yield is 125%; in many instances from 25 to 40 bus. per acre was harvested; oats fair; corn good.—George F. Diamond.

Owosso, Mich., Aug. 26.—Wheat more than average yield; oats up to average tho damaged some by army worm; rye 10% above usual yield.—Harry A. Northway.

Grand Rapids, Mich., Aug. 26.—Wheat yield is 115%; in many instances 44 to 50 bus. to the acre at 61-lb. test; oats yield lower but good quality; rye average; good quality.—E. L. Wellman.

Lansing, Mich., Sept. 5.—Average estimated yield wheat in Michigan is 18.84 bus.; quality 94%; oats 33.14 bus.; quality 92%; rye 15.88%; condition of corn 89%; compared with 84% a year ago.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Franklin, Minn., Sept. 1.—Grain in poor condition; most is damp and tough.—Citizens Mlg. Co.

Borup, Minn., Aug. 31.—Grain not in condition for storing.—Agt. Duluth Elvtr. Co.

Frazee, Minn., Sept. 2.—Crops poor; yielding 8 or 9 bus.; oats and rye will make 25 bus.; corn fine unless we have frost too early.—Jas. Woodard, agt. Monarch Elvtr. Co.

MISSOURI.

Tipton, Mo., Aug. 28.—Corn hardly $\frac{1}{2}$ crop; wheat acreage will be same as last year.—A. C. Yontz.

Skidmore, Mo., Aug. 22.—Grain testing 58 to 60 lbs.; off color; great deal grading No. 3.—J. C. Spahr.

Sedalia, Mo., Aug. 28.—Corn will make $\frac{1}{2}$ crop; wheat acreage will be 25% larger.—Sedalia Mlg. Co.

Unionville, Mo., Aug. 26.—Will produce more corn than last year; plenty rain.—C. B. Talbott, O. A. Talbott & Co.

Lees Summit, Mo.—Corn will average 40 to 50 bus.; wheat fine; made 20 to 40 bus.—C. A. Owens, mgr. Lees Summit Elvtr. & Grain Co.

Centertown, Mo., Aug. 29.—Corn will make $\frac{3}{4}$ crop; wheat acreage will be 25% larger.—B. H. Stark, sec'y Mahan Mlg. & Elvtr. Co.

Holden, Mo., Aug. 28.—Corn good; will make at least $\frac{3}{4}$ crop; wheat acreage will be increased.—T. J. Halsey, mgr. Holden Mlg. & Elvtr. Co.

Pleasant Hill, Mo., Aug. 28.—Corn will make $\frac{1}{2}$ crop; wheat acreage will be less than last year because of chinch bugs.—Hunt Bros. Mlg. Co.

California, Mo., Aug. 29.—Corn will make $\frac{1}{2}$ crop and better than last year; wheat acreage will be larger than last year.—Gattermeier Mlg. Co.

Laclede, Mo., Aug. 26.—Crop conditions below average; wheat averaging about 10 bus.; crop was cut short by fly and chinch bugs; oats crop cut short about 25% account dry weather; quality poor; testing 22 to 26 lbs.; have about 50% corn crop.—C. B. Talbott, O. A. Talbott & Co.

Columbia, Mo., Sept. 5.—Condition of corn for Missouri is 56.8% compared with 68% one month ago, and 41.8% one year ago; chinch bugs have damaged corn in some counties; present figures indicate a yield of about 175,000,000 bus. Dry weather held back plowing for wheat, but since rains plowing has been pushed; about $\frac{1}{2}$ ground has been broken. Up to this time indications have been for greatly decreased acreage but with favorable September and prospect of high prices in 1915, there may be an actual increase; will be seeded late owing to fear of Hessian fly. Estimated oat yield is 20.2 bus.; rye 14.7 bus.; buckwheat 15 bus.; barley 17 $\frac{1}{2}$ bus.; had abundant rainfall during last week of August which was of great benefit.—Jewell Mayes, sec'y State Board of Agriculture.

MONTANA.

Coburg, Mont., Sept. 4.—Crop conditions poor.—G. C. Mead.

Flaxville, Mont., Sept. 1.—Crops fairly good yield.—L. A. Brown, buyer International Elvtr. Co.

NEBRASKA.

Cook, Neb., Sept. 7.—Corn about 70% crop; oats 45 bus.—Cook Lbr. & Grain Co.

Moorefield, Neb., Aug. 27.—Crops poor again.—Jas. Pearson, agt. Shannon Grain Co.

Palisade, Neb., Sept. 2.—Have fair corn crop; will be lots of wheat sown this fall.—E. A. Felzien.

Haigler, Neb., Aug. 22.—Wheat crop a little below normal in this vicinity.—Chas. Balderston, mgr. Haigler Equity Exchange.

Shickley, Neb., Aug. 31.—Wheat average 23 bus.; oats 40 bus.; corn will make about 20 bus.—Eric Johnson, mgr. Delaney Grain Co.

Bloomington, Neb., Aug. 21.—Wheat crop good; oats fair; corn will be light crop; damaged by hot winds.—E. W. Peterson, mgr. Bloomington Equity Exchange.

Plainview, Neb., Sept. 3.—Oats averaging about 23 bus.; wheat 15 bus.; corn $\frac{1}{2}$ crop; oats good quality; somewhat dry for fall plowing.—E. Weinberger, agt. Nye Schneider Fowler Co.

NORTH DAKOTA.

Wildrose, N. D., Sept. 4.—Most of wheat grading No. 1; average crop.—C. O. Liighum.

Charbonneau, N. D., Aug. 27.—Grain yield fair; wheat quality fair; average No. 2 northern.—C. F. Schoen, agt. Victoria Elvtr. Co.

Mantador, N. D., Sept. 2.—Hail storm on Aug. 23 damaged corn fields and grain in shocks considerably.—H. A. Jacobs, agt. Atlantic Elvtr. Co.

Whitman, N. D., Aug. 27.—Grain light; wheat 8 to 10 bus.; barley about 20 bus.; oats 35 bus.—F. J. Ponzor, buyer, mgr. Equity Elvtr. & Trading Co.

Stewartsdale, N. D., Sept. 1.—Crop fairly good; a little singed in some fields; black rust hit some fields.—W. A. Clark, agt. Bismarck Elvtr. & Investment Co.

Wilton, N. D., Sept. 4.—Wheat good quality except late sown which was caught by rust; average about 17 bus.; all grain good crop.—J. A. Schroeder, mgr. Wilton Elvtr. Co.

Venlo sta. (Anselm p. o.), N. D., Aug. 26.—Grain poor quality; crops yielding about $\frac{1}{2}$ of what was expected; black rust hit hard in some places.—Farmers Elvtr. Co.

Starkweather, N. D., Sept. 2.—Crops damaged by rust and hot weather; average wheat grades No. 3; yield 10 bus.—A. T. Hilden, agt. St. Anthony & Dakota Elvtr. Co.

Watford sta. (Shafer p. o.), N. D., Sept. 4.—Wheat will average about 15 bus.; oats 40 bus.; weather fine; some fall plowing done.—J. C. Zeller, sec'y Farmers Co-operative Elvtr. Co.

Wheelock, N. D., Aug. 26.—Crops good altho there is some black rust; had heavy frost last night which will hurt late grain; some wheat that is not cured will suffer.—C. W. Truesdell, agt. Victoria Elvtr. Co.

OHIO.

Marengo, O., Sept. 1.—Oats crop short.—T. W. Babcock.

SOUTH DAKOTA.

Plankinton, S. D., Sept. 5.—Crops poor.—G. H. Barber, mgr. Farmers Elvtr. Co.

Arlington, S. D., Sept. 4.—Grain yield small; quality inferior.—C. A. Carson & Son.

Canova, S. D., Sept. 1.—Small grain crop poor account black rust.—Agt. J. J. Mulaney.

Bryant, S. D., Sept. 4.—Crop light; quality poor.—F. F. Baumbach, mgr. Bryant Grain Co.

Kaylor, S. D., Aug. 25.—Some farmers are plowing; had good rain; soil is in fine condition.—Till & Koch.

Bonesteel, S. D., Aug. 27.—Crops light here this year and for past 2 years.—M. Gilbranson, agt. Williams & Corbitt.

Seneca, S. D., Sept. 8.—Have fair crop; crops have been poor for several years.—J. S. Smith, mgr. Farmers Elvtr. Co.

Garretton, S. D., Sept. 1.—Corn out of way of frost; might be few soft ears late corn yet.—F. A. Nickel, agt. Thorpe Elvtr. Co.

Vayland, S. D., Sept. 7.—Wheat averaging 14 bus.; oats 35 bus.; barley 28 bus.—J. G. Lounsbury, agt. G. W. Van Dusen & Co.

Tabor, S. D., Sept. 7.—Only $\frac{1}{2}$ crop small grain account dry season and rust; corn will be about 60% full crop.—Farmers Co-operative Ass'n.

Bonilla, S. D., Aug. 28.—Wheat averaging 10 bus.; corn will be average crop, altho damaged some by drouth.—J. F. Rush, agt. Siberz Bros. & Craig.

Labolt, S. D., Sept. 7.—Crops light except corn which will yield 50 bus. where stand is good.—Sam'l Johnson, mgr. Farmers Grain & L. S. Co.

Java, S. D., Aug. 28.—Wheat will average about 12 $\frac{1}{2}$ bus.; last year crops were light; wheat averaged only 3 $\frac{1}{2}$ bus.—A. E. Borg, mgr. Java Equity Exchange.

Bonesteel, S. D., Sept. 4.—Wheat making 5 to 10 bus.; oats 30 to 35 bus.; corn prospects 40 to 50 bus.; well matured for this time of year.—Ed. S. Donohue.

Howard, S. D., Aug. 27.—Wheat light; not over $\frac{1}{2}$ crop; quality poor; barley little better than $\frac{1}{2}$ crop; oats $\frac{3}{4}$ crop; corn promises to be good.—D. Theophilus.

Howard, S. D., Sept. 1.—Small grain crop light account black rust; corn will be good average crop with 2 weeks warm weather to properly mature.—W. C. Boorman.

Huffman, S. D., Aug. 29.—Crops light; wheat grading mostly No. 4; velvet chaff mostly No. 1 to 4; yielding 4 to 15 bus.—Elmer Heitman, agt. Cargill Elvtr. Co.

Cuthbert, S. D., Aug. 29.—Wheat badly damaged by black rust; average yield 4 to 7 bus.; oats good; corn promises good.—W. S. Broderick, mgr. Farmers Elvtr. Co.

Mission Hill, S. D., Sept. 8.—Oats good; spring wheat poor; winter wheat making from 25 to 40 bus.; corn $\frac{3}{4}$ crop; out of way of frost.—C. E. Jones, agt. King Elvtr. Co.

Geddes, S. D., Aug. 28.—Crops short; wheat going from 4 to 10 bus.; corn is spotted; some places have good corn and other places will make nothing.—Lindell & Linskog.

Selby, S. D., Sept. 7.—Most of wheat grading No. 4; rye No. 2 and better with but little ergot in it; barley grading C and better; oats No. 3 and under.—John Bihelheimer.

Erwin, S. D., Sept. 1.—Barley good crop; 25 to 40 bus.; oats rather light account red rust; 15 to 25 bus.; wheat tests 44 to 54 lbs.; will only make 7 to 12 bus. account black rust.—Erwin Elvtr. Co.

Morristown, S. D., Sept. 6.—Wheat splendid crop; averaging 18 bus.; durum 18 bus.; barley 25 bus.; oats 30 bus.; good quality; crops poor last year.—A. B. Coutts, agt. Columbia Elvtr. Co.

Marvin, S. D., Sept. 7.—Wheat making 6 to 15 bus.; durum 12 to 18 bus.; barley about 20 bus.; oats 20 to 30 bus.; most wheat grading No. 2 and 3; some is only chicken feed; black rust did considerable damage here.—J. H. J.

Hecla, S. D., Aug. 28.—Wheat yielding from 5 to 20 bus.; barley 15 to 40 bus.; oats 25 to 70 bus.; had light frost this week which hurt some corn; black rust hit grain here.—Chas. W. Estee, mgr. Hecla Co-operative Elvtr. Co.

Colton, S. D., Sept. 1.—Small grain about 75% normal crop; oats testing from 26 to 30 lbs.; barley 40 to 44 lbs. and wheat 50 lbs.; corn promises average crop; Sept. 10 without frost will put corn in clear.—T. B. Martin, mgr. Farmers Elvtr. Co.

Kaylor, S. D., Aug. 28.—Yield of grain poor; quality fair; wheat test 52 to 59 lbs. to measured bu.; oats 30 to 36 lbs. to bu.; barley 40 to 45 lbs.; wheat averaging 5 bus.; oats about 15 bus.; barley 8 bus.; corn nearly failure.—Farmers Elvtr. Co.

Aberdeen, S. D., Aug. 29.—Grain yield disappointing; heat reduced yield $\frac{1}{2}$ and quality 2 grades; little blue stem No. 1; mostly No. 3 and 4; considerable No. 1 velvet chaff. Marquis wheat did well; seems to be the coming wheat, main objection is short straw which makes it hard to cut. Barley excellent color; light test; oats good; corn prospects good; light frost on Aug. 26.—C. R. Kimball, agt. Eagle Roller Mills Co.

Marvin, S. D., Sept. 7.—Threshing somewhat backward owing to wet weather.—J. H. Jorgeson, mgr. Farmers Grain & Mercantile Co.

Fairview, S. D., Aug. 26.—Barley crop good; acreage short; oats 20 to 50 bus.; test 26 to 36 lbs.; wheat ½ crop; 45 to 60 lbs.; corn crop good but light weight; weather dry.—W. P. Manning, mgr. Farmers Co-operative Grain Co., Fairview, S. D.

Winner, S. D., Sept. 7.—Wheat averaging about 10 bus.; early corn in good many localities was badly damaged by dry hot weather; late corn looking fine; will make good yield if frost holds off.—C. L. Smith, agt. Nye Schneider Fowler Co.

Webster, S. D., Sept. 7.—Crop poor; wheat averages 9 bus.; velvet chaff about 12 bus.; most grading No. 3 and 4; oats light crop; barley fair; averages about 30 bus.; rye good; not much grown here; corn looks good.—Frank C. Wendt, agt. Pacific Elvtr. Co.

Bard sta. (Mitchell p. o.), S. D., Sept. 2.—Blue stem wheat is only chicken feed; some velvet chaff good and some very poor; oats and barley good yield; quality good; corn promises to be above average; early planted corn out of way of frost now.—J. F. McLaughlin.

Cavour, S. D., Aug. 27.—Wheat poor crop, about 4 bus.; weighs about 52 lbs.; oats light crop; weigh about 25 lbs.; average about 30 bus.; barley good but small acreage. Corn large acreage but dry weather has made rather light crop.—W. J. Hunt, mgr. Farmers Co-operative Elvtr. Co.

Kidder, S. D., Aug. 29.—Blue stem wheat 10 to 20 bus.; weight 40 to 56 lbs.; velvet chaff 15 to 20 bus.; grade No. 1; marquis wheat 15 to 25 bus., grade No. 1; durum 10 to 27, most grading No. 1 and 2; barley 10 to 30 bus.; light weight; oats 20 to 40 bus.; fair weight.—Gus N. Norman, Norman & Mohn Elvtr. Co.

Milbank, S. D., Sept. 5.—Farmers lost 1 to 2 grades on grain account heavy rains at shock threshing time; getting considerable No. 1 grain from stack threshing; wheat will average 10 to 12 bus.; which is about 50% of July 1 prospect; black rust struck and damaged about ½; oats and barley suffered much the same; corn as good if not best crop ever raised here.—H. A. Riley, agt. Empire Elvtr. Co.

TENNESSEE.

Knoxville, Tenn., Sept. 2.—Wheat and oat crop best in years; corn crop will be large; had ideal season.—Hackney Broyles & Lackey Co.

TEXAS.

Wylie, Tex., Sept. 1.—Plenty of corn for home use but little or no surplus.—H. W. Lawrence.

Higgins, Tex., Sept. 1.—Crops fairly good in this section.—A. F. Brown, mgr. C. B. Cozart Grain Co.

Wylie, Tex., Sept. 1.—Corn and small grain acreage will probably be increased owing to demand for cotton decreasing.—H. W. Lawrence.

WASHINGTON.

Albion, Wash., Aug. 23.—Smut explosions in threshing machines are causing great damage and loss in this county (Whitman). From 1 to 13 separators are reported destroyed per day, and the resultant fires have destroyed many stacks of grain. Over ¾ of the machines in use have been disabled by the explosions, leaving a scant 200 to complete the harvest season. The total damage and loss is placed at \$2,970,500 for this county alone, where the average yield of wheat is about 9,500,000 bus. Smut has brot the yield down at least 25%, or 2,375,000 bus., valued at \$1,662,500. Thousands of sacks of grain have been destroyed in the fires and over 100 acres of grain have burned. Oats are less smutty than usual and barley is free from it. While smut has always been considered an explosive, experts are unable to determine why it has been so destructive this season.

WISCONSIN.

Beaver Dam, Wis., Aug. 26.—Many farmers did not sow usual acreage barley owing to price last year; sowed peas instead; may abandon barley growing if prices are not better this year.—H. E. Krueger.

GOVERNMENT CROP REPORT.

Washington, Sept. 8.—Acreages, conditions and yields on the basis of the Sept. 1 condition are reported by the Crop Reporting Board of the U. S. Department of Agriculture to have been as follows:

Condition. Acreage, 1914.				
Sept. Sept.				
1, 1914.	1, 1913.	Pc. of 1913.	*Acres.	Yield, †bus.
Wint. wht.	111	35,387	675	
Spr. wht.	*68.0	*75.3	97	17,990
All wht.	106	53,377	896	
Corn	71.7	65.1	99	105,067
Oats	*75.8	*74.0	100	38,383
Barley	*82.4	*73.4	100	7,528
Rye	99	2,533	43	
Buckwht.	87.1	75.4	98	796
Flaxseed	72.7	74.9	84	1,927
Rice	88.9	88.0	85	704
Hay (tame)	98	48,400	69	

*000 omitted. †Millions of bus.

Spring Wheat.

Condition.				
Forecast, 1914, on Sept. 1 cond. Thous. bus.				
Final, 1913. Thous. bus.				
Minn.	56	63	40,600	67,230
N. Dak.	70	81	81,600	78,855
S. Dak.	65	69	35,900	33,075
Wash.	87	89	22,500	20,900
U. S.	68.0	75.5	221,000	239,819

Oats.

N. Y.	83	89	37,300	42,712
Pa.	82	83	31,900	35,774
Ohio	73	74	51,300	54,360
Ind.	63	64	40,100	36,380
Ill.	68	70	122,200	104,125
Mich.	86	91	50,800	45,000
Wisc.	69	83	64,800	83,038
Minn.	68	75	84,800	112,644
Iowa	82	84	157,600	168,360
Mo.	55	58	23,600	26,500
N. Dak.	77	84	65,100	57,825
S. Dak.	72	74	41,000	42,135
Nebr.	86	86	69,000	59,625
Kansas	85	87	55,700	34,320
U. S.	75.8	79.4	1,116,000	1,121,768

Barley.

Wis.	83	86	19,400	18,125
Minn.	77	80	32,900	34,800
Iowa	84	87	10,200	10,000
N. D.	71	80	26,800	25,500
S. D.	79	77	20,600	16,765
Kan.	80	82	5,600	1,944
Ida.	90	96	7,300	7,560
Wash.	92	93	7,200	7,290
Ore.	85	93	4,000	4,200
Cal.	96	96	44,400	33,150
U. S.	82.4	85.3	200,000	178,189

Flaxseed.

Minn.	79	82	2,900	3,150
N. D.	76	83	7,000	7,200
S. D.	75	75	2,700	3,060
Mont.	55	87	2,100	3,600
U. S.	72.9	82.1	15,000	17,853

Corn.

Pa.	91	90	65,200	57,057
Va.	73	82	42,900	51,480
N. C.	85	83	54,000	55,282
Ga.	83	78	59,100	63,023
Ohio	81	80	142,400	146,250
Ind.	69	67	153,700	176,400
Ill.	64	65	288,000	282,150
Mich.	85	86	59,700	56,112
Wis.	87	92	62,900	66,825
Minn.	89	89	90,600	96,000
Iowa	81	91	365,200	338,300
Mo.	57	68	156,600	129,062
S. Dak.	76	78	75,000	67,320
Neb.	65	82	172,100	114,150
Kan.	53	74	107,500	23,424
Ky.	74	62	92,400	74,825
Tenn.	79	70	80,700	68,675
Ala.	76	69	49,600	55,360
Miss.	75	69	55,000	63,000
La.	74	72	38,000	41,800
Tex.	66	64	123,200	163,200
Okla.	42	42	53,900	52,250
Ark.	65	58	41,400	47,025
U. S.	71.7	74.8	2,598,000	2,446,988

Markets for Grain on Track.

Grain has been moving to market in unusually heavy volume during the past two weeks to meet the demand from England and France for spot wheat and oats. For the week ending Sept. 5 the receipts of wheat at primary markets were 10,464,000 bus.; against 7,335,000 bus. for the corresponding week a year ago. Of oats the receipts were 7,838,000 bus.; against 6,806,000 bus. for the corresponding week of 1913.

Seaboard clearances also are heavier than a year ago, reflecting sales that had been negotiated earlier, as the export demand fell off greatly following the victory of the Russians over the Austrians at Lemberg and the reported retirement of the Germans from the vicinity of Paris.

No. 2 winter wheat at Chicago is selling at 1 cent under December for both hard and soft. No. 3 red sold Sept. 10 around \$1.15 on track by sample. No. 3 hard sold at \$1.14. In the cash wheat market the best sustaining power comes from the milling demand, some mills having orders that will keep them running 60 days, and as millers get orders from foreign government agents the purchases are felt indirectly in the cash wheat market as purchases of the corresponding quantity of wheat.

Wheat arriving at Minneapolis is showing a wide range of quality with increasing receipts of lower grades. Sept. 10

Daily Closing Prices.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.

	Aug. 25.	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Sept. 1.	Sept. 2.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 8.	Sept. 9.
Chicago	107	113 1/4	113	109 1/4	111 1/4	115 1/4	114 3/4	114 3/4	118 3/4	123 3/4	122 1/4	116 3/4	117 3/4	117 3/4	117 3/4
Minneapolis	111 1/4	117	116 3/4	112 3/4	113 3/4	117	116 1/4	115 3/4	118 3/4	123 3/4	120 3/4	115 3/4	117 3/4	117 3/4	117 3/4
Duluth	114	118 1/4	116 3/4	113 3/4	113 3/4	118	117	117	119 3/4	124 3/4	121	116 1/4	117 3/4	117 3/4	117 3/4
St. Louis	105 3/4	111 3/4	111	107 3/4	109 3/4	113 3/4	112 3/4	112 3/4	116 3/4	121 3/4	120 3/4	115	116	116	116
Kansas City	101	106 3/4	104 3/4	103 3/4	104 3/4	108 3/4	107 3/4	107 3/4	111 3/4	116 3/4	115 3/4	109 1/4	110 1/4	110 1/4	110 1/4
Milwaukee	107	113 1/4	113 1/4	109 3/4	111 3/4	115 1/4	114 3/4	114 3/4	118 3/4	123 3/4	122	116 3/4	117 3/4	117 3/4	117 3/4
Toledo	113 1/4	119 1/4	119 1/4	115 1/4	117 1/4	121 3/4	120 3/4	120 3/4	124 3/4	129 3/4	128 1/4	122 3/4	122 3/4	122 3/4	122 3/4
*Baltimore	109	116	116	112 1/4	113 1/4	115	114 3/4	115 1/4	117 3/4	123 3/4	125 3/4	122 3/4	122 3/4	122 3/4	122 3/4
Winnipeg	111 1/4	115 1/4	113 1/4	111 3/4	112 3/4	115 3/4	114	114 3/4	118 3/4	121 3/4	118 3/4	114 3/4	117 3/4	117 3/4	117 3/4
*Liverpool	8s 3d	8s 3d	8s 3d	8s 5d	8s 5d	9s	8s 7d	8s 7d	8s 7d	8s 7d	8s 7d	8s 7d	8s 7d	8s 7d	8s 7d

DECEMBER CORN.

Chicago	70 3/4	72 1/4	72 3/4	71 3/4	72 1/4	72 1/4	72 1/4	73 3/4	74 3/4	76 3/4	76 1/4	74 3/4	74 3/4	74 3/4	74 3/4
Kansas City	68 3/4	70 1/4	70 1/4	68 3/4	69 3/4	69 3/4	69 3/4	70 3/4	72 1/4	74	73	72	71 3/4	71 3/4	71 3/4
St. Louis	70 3/4	72	72 3/4	70 3/4	71 3/4	71 3/4	71 3/4	72 3/4	74 3/4	75 3/4	75 3/4	74 3/4	73 3/4	73 3/4	73 3/4
*Liverpool	6s 7d	6s 7d	6s 7d	6s 7d	6s 7d	6s 8d	6s 8d	6s 8d	6s 8d	6s 8d	6s 8d	6s 8d	6s 8d	6s 8d	6s 8d

*October delivery.

the receipts of No. 3 northern were 166 cars, against 210 cars of No. 1 northern. From Sept. 1 to Sept. 10 Minneapolis received 941,380 bus. of No. 3 northern out of total spring wheat receipts of 3,711,000 bus. For the corresponding period of 1913 the receipts of No. 3 northern were only 345,500 bus. out of a total of 2,907,000 bus. Thus the proportion of No. 3 is twice as large as a year ago. Receipts of No. 1 northern are one-half what they were last year. This results in a wide range of prices and a keen discrimination by buyers.

Country buyers taking in grain threshed with the outside of stacks wet will suffer loss unless they discriminate against the

stuff, as on account of the late wet weather terminal markets are getting more of the lower grades than can be mixed to advantage.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for December delivery during August and part of September are given on the chart herewith.



Grain Exports Resumed.

THE STEAMER *Sommelsdijk* loaded with 200,000 bus. oats cleared from New Orleans for Havre, France, recently.

SIX VESSELS loaded with grain for Europe are held at San Francisco, fearing the German warships off the coast.

ONE VESSEL booked for a cargo of 240,000 bus. of oats was chartered Sept. 3 at Baltimore and intended for the United Kingdom.

A CARGO of wheat on board the British steamer *Empress* was lost by the sinking of the ship by a German war vessel Aug. 31.

THE *CARTHAGINIAN* bound for Glasgow via St. John, N. F., sailed from Philadelphia recently with a cargo of 47,040 bus. wheat and 2,240,600 pounds of flour.

THE GERMAN vessel *Dalbeck* has canceled her charter as the result of war conditions. The *Dalbeck* was to have sailed from Portland, Me., with a cargo of grain.

THE DANISH steamer, *Transvaal*, has put into port at St. Vincent where she will await orders. The *Transvaal* is loaded with barley and bound for Europe from San Francisco.

THE BRITISH steamer *Rockabill* sailed from Philadelphia with 171,037 bus. wheat for Bordeaux, France, recently. Some anxiety is manifested as to whether she will arrive safely.

THE GERMAN steamer, *Brandenburg*, bound for Bergen, Norway, cleared from Philadelphia recently. It is reported that she will unload her cargo to German cruisers of the coast. She carried grain and flour.

AMERICAN, Danish, Dutch and French merchant marine sailings from New York have been resumed under schedule to a large extent since the German fleet has been bottled up in the Kiel Canal and Baltic sea.

THE BRITISH steamer *Myra Fell* sailed from Philadelphia for Leith, Scotland, on Aug. 31, with 6,000 bbls. of flour and 110,000 bus. of wheat. This is one of the largest cargoes taken out since the outbreak of the war.

THE STEAMER *Oosterdyk* cleared from Baltimore recently with 340,000 bus. of wheat, one of the largest cargoes ever taken from that port. She was bound for Havre, France. Her cargo was exported by the Louis Müller Co.

THE STEAMER *Michigan* sailed from Boston Aug. 25 with a cargo of 120,000 bus. of wheat, 24,000 bus. of which was taken from the steamer *Amerika* of the Hamburg-American line. The *Michigan* was bound for Liverpool.

THE BRITISH steamers, *Roseric*, *Satsuma*, *Vellore*, *Clumberhall*, *Thistledhu*, and an unnamed vessel will load out of Baltimore over a million bus. of oats during this month and the early part of October at a reduced freight rate. The latter two boats will be the last to load.

THE STEAMER *Amerika* of the Hamburg-American line discharged a cargo of 120,000 bus. of wheat at the Commonwealth dock, South Boston, during the latter part of August. The *Amerika* was held in port on account of the European war. The grain was taken aboard a lighter and transported to the grain elevator at the Boston and Albany docks where final disposition was made of it. The vessel had been scheduled to sail Aug. 1.

THE FRENCH steamer Hudson cleared from Westwego, at New Orleans, Aug. 30, with a cargo of 200,000 bus. of wheat destined for Havre, France, where it is intended to load the grain on trains and transport it directly to the armies of the allies. It was reported that a German cruiser was watching, ready to seize the vessel in the Gulf.

FIFTEEN VESSELS carrying a total of 3,420,000 bus. of wheat cleared from Galveston during the month ending Aug. 22. The British steamers Maizie and El-liston which cleared Aug. 22 bound for Birkenhead and London respectively carried 505,920 bus. of this amount. The number of cars held on tracks ready to be unloaded has been greatly diminished.

PRACTICALLY ALL the English and American and a part of the French, Italian, Russian and Norwegian steamers have resumed regular service on the Atlantic and a heavy business in exporting of grain, foodstuffs and other necessities of life has resulted. The embargoes by the western trunk lines on shipments to the Atlantic seaboard for export have been lifted.

MORE than 1,000,000 bus. of wheat destined for Switzerland was shipped from this country during the latter part of August. Arrangements have been made for the passage of this grain thru France and Italy and there is little fear that the cargoes will be seized by the British, tho they are carried in English bottoms. The shipments were arranged for by Dr. Charles Paul Hubscher, head of the Swiss legation in the United States.

BOSTON exported during the week ending Aug. 22, 518,000 bus. of wheat in five English vessels and led the entire Atlantic seaboard in exports. The following week her exports diminished considerably. The sailings for the former week were the Idaho for Hull, Aug. 17, with 37,281 bus. of wheat, the Cambrian, Aug. 17, for London, with 14,283 bus. wheat and 200,364 bus. of oats, the Iberian, Aug. 20, for Manchester and Liverpool with 64,000 bus. wheat and the Bohemian, Aug. 21, for Liverpool, with 202,694 bus. The Michigan and Pretorian sailed for Liverpool and Glasgow respectively on Aug. 25 and Aug. 28. The Bohemian's cargo included besides wheat large quantities of flour and other provisions and was valued at \$1,500,000.

WHEAT CARGOES destined for Rotterdam, Antwerp and Bremen have been diverted to English ports by the British naval patrol. The vessels thus diverted are: The Dutch steamer, Andijk, from New Orleans to Rotterdam, with 136,000 bus.; the British steamer Berwindmoor from New Orleans for Rotterdam with 196,000 bus.; the British steamer Bulgarian Prince from New Orleans for Rotterdam with 224,000 bus.; the British steamer Glenfinlas from New Orleans for Rotterdam with 108,000 bus.; the British steamer Kalomo from New Orleans for Rotterdam with 64,000 bus.; the British steamer Nitonian from New Orleans for Antwerp with 142,000 bus.; the Norwegian steamer Noreuga from Galveston for Hamburg with 40,000 bus.; the British steamer Ormiston from New Orleans for Rotterdam with 106,000 bus.; the British steamer Orteric from Galveston for Hamburg with 201,920 bus.; the British steamer Penlover from Galveston for Rotterdam with 264,000 bus.; and the British steamer St. Dunstan from Galveston for Rotterdam with 122,400 bus. All of these vessels were ordered to Falmouth, Queenstown and Cork to await orders.

War Affecting the Grain Trade

WHEAT purchases for the military are heavy in Russia. Prices are strongly held.

EXPORTATION of all foodstuffs was prohibited by the Australian government on Aug. 18.

THE DANISH government seized 480,000 bus. of wheat stored in Copenhagen during the early part of this month.

DENMARK and Scandinavia are placing large orders for wheat and flour at Liverpool according to advices from Broomhall.

BRITISH war rate insurance has been reduced, effective Sept. 1. The rate is now two guineas per cent. It was 3 guineas per cent.

EXPORTS of cereals to neutral countries as well as to allies has been permitted by the Russian government since the latter part of August.

A DONATION of 250,000 bags of flour similar to that made by the government of Canada was offered to England recently by the province of Ontario.

THE EXPORTATION of barley from Denmark has been prohibited by an order issued by the Minister of Justice. The order will not take effect on sales made prior to Aug. 22.

JOHN T. FAHEY & CO. of Baltimore sold to England and France, 500,000 bus. of wheat and 1,000,000 bus. of oats on Aug. 28 and 29. The sales were made for early September shipment.

THE AUSTRIAN steamer Dinorah has been captured by the French despatch boat, Pluton, off Guernsey and taken into port at Havre. The Dinorah was laden with wheat and barley.

THE ULTIMATE buyer of grain on future delivery contracts will very likely be charged with war risk insurance. The directors of the Liverpool Corn exchange are of the opinion that this principle applies very aptly.

THE PASSAGE of wheat thru the Dardanelles will be stopped, it is believed, if Turkey declares war on Russia. Such a move will eliminate the possibility of wheat importations from Russia for months.

MAIL which left this country for Germany Aug. 29 on the steamer La Savoie was forwarded from France to Italy and from there reforwarded to Germany, according to the com'te of the North American Export Grain Ass'n.

THE AUSTRIAN steamers Alfa and Izrada were captured Aug. 24 by the British. The former with 5,000 tons of grain aboard was taken to Deal. She was captured in the English channel. The other ship was taken off Dover.

A WAR RISK insurance bureau was indorsed and recommended by the Milwaukee Chamber of Commerce Aug. 25 at a meeting of its board of directors. The action was taken by the directors at the request of the National Chamber of Commerce.

OVER 1,000,000 bus. of grain was shipped to European countries Aug. 19 and 20 from New Orleans alone. Most of this grain was carried in English or French bottoms and was destined to one or the other of these countries. The grain movement into the port is much improved and the exports are expected to remain heavy as a large number of ships are in the harbor awaiting loading orders.

THE STEAMSHIP Bulgaria which loaded grain at Baltimore previous to the beginning of hostilities in Europe was recently forced to unload. She was destined to Hamburg, Germany, but owing to the closed condition of the German ports was unable to clear.

GERMANY'S grain crop will be harvested in part by the young Belgians living in Liege and Tongres. The Germans soon after their capture of these cities issued an order for all men between the ages of 17 and 22 years to proceed to Germany for that purpose.

OFFERS for 625,000 bus. of oats are being asked for thru the United States government by Otto Ruben, Stockholm, Sweden. Mr. Ruben asked the government to put him in touch with American firms who could fill his order and gave as reference the American Consul and Goldman Sachs.

THE LONDON Corn Exchange rifle club has developed many first rate marksmen during the past 7 years and in the opinion of its officers has placed many men in a position to be of great service to their country at this critical time. Everyone in the trade is now being encouraged to join the club.

HOLLAND has appealed to England to allow imports of grain into her ports. These shipments have thus far been prohibited by the British government for fear that grain might be taken into Germany. During 1913 Holland received 92,320,000 bus. of wheat and forwarded 72,000,000 bus. of that amount into Germany.

SAILINGS from New York are now being made by the following steamship lines: Cunard, Wilson, White Star, Atlantic Transport, Anchor and Allen (English); Holland - American (Dutch); French government line; Skandinavian-American (Norwegian); and Sweden American (Swedish). Rates are practically normal.

EMBARGOES have been placed on all German, Russian, and Swedish ports with the exception of Gothenburg, Sweden, which is under the protection of the British fleet. Bookings into the Baltic sea, and the Gulfs of Bothna and Finland have been refused by steamship companies on account of the nearness of the German warships.

CASH PAYMENTS for grain and flour shipments are being made by the French Consul at New York. Sales are being made to Norway and Sweden on the same basis, tho immediately following this information exchange rates advanced sharply. On the present basis of prices wheat exports are out of line, still the demand does not indicate any change.

BIDS for flour are being made on the American market by the British government. However, it is understood that Canada will get the option of filling all the orders she can before any will be given the United States. These orders have been placed notwithstanding good stocks in Liverpool and heavy grinding by English mills, according to Broomhall.

POSSESSION of cargoes, not contraband, seized by the British government may be obtained by neutral owners of the goods, according to an announcement by the English government, thru its consular service in this country. The owner must apply to the procurator-general, treasury chambers, Whitehall, London, and must give proof of ownership and freight particulars.

ARRANGEMENTS enabling exporters of wheat to dispose of their exchange bills were made between a group of New York bankers connected with the National City Bank of New York and the Bank of France and other French institutions thru Morgan, Harjes & Co., on Aug. 18. Steps were also taken to provide a system for handling grain shipments to neutral countries.

THE PURCHASE by the United States of ships from neutral countries will, in the opinion of Pres. Wilson, avoid any possibility of a violation of the neutrality laws. Most of the American traffic with Europe will be carried by ships of the warring nations, he thinks, tho the vessels bot or built by the government will be used wherever found necessary if the bill authorizing such action becomes a law.

A CARGO of hominy shipped by Indiana grain men which was confiscated on the high seas by a British warship some time ago will be paid for. The payment comes as the result of the efforts of the Departments of Commerce and State with which the matter was taken up by Senator Kern. The cargo was destined for Hamburg, Germany, aboard the steamer Fritz Adelbert, which sailed from Philadelphia July 29.

THE OBJECTION raised by England, France, and Russia over the proposal by the United States to buy German steamers for the establishment of an American marine was recently considered by government officials. It is understood that the three powers look upon the plan with disfavor because it will put so much money at the disposal of the Germans, and that they would not object to the United States buying an equal number of ships from each of the belligerents.

THE SUPPOSITION which prevails in neutral foreign countries that German ports are blockaded and traffic by water with Germany cut off is incorrect. No port is blockaded and there is nothing in the way of communication by ship from neutral states to Germany. From a point ten sea miles northwest of Heligoland Germany provides for pilots into German ports. There are pilots before every Baltic port.—American ambassador at Berlin in a despatch, Aug. 19, to the state department.

IT IS evident that the European plan of running a continent is behind the times. Think of what life would be in the United States if our states had to arm and drill and carry arms against another. The European mind must learn the lesson the great civil war taught us—the lesson of a continental and contented family, made up of individuals, actively competitive, but submissive to such limitations of individual action as the integrity and prosperity of the family require.—Carlisle Commission Co.

THE REMOVAL of the Canadian duty on wheat will mean the prohibition of exports by Canada, think some of the best posted grain specialists. The move to have the duty removed is now being pushed strongly. It is common opinion of the specialists, however, that in case it is removed and Canada does not entirely prohibit exports she will place a prohibitive export tax on grain that will virtually amount to the same thing. It is thought that her object will be to preserve her limited crop for home requirements and use in the United Kingdom. Some even believe that Canada will need to import wheat. Oats exports have already been prohibited.

THE RELEASE of grain cargoes diverted to England since the beginning of the war will be considered by a special com'te appointed by the Department of Commerce of England and handled entirely on their merits. Cargoes about which the question of prize does not arise will be freed without any trouble, it is believed. As to those considered as prizes by the British, the com'te will determine later what will be done. The members of this com'te will hold daily sessions at the London Board of Trade. They are now communicating with representatives of American shippers and will give a hearing to anyone desiring one. Communications in regard to such cargoes should be addressed H. C. Money, sec'y of the com'te, Harbor Department, Board of Trade, London.

THE WAR RISK insurance bill became a law Sept. 2 when President Wilson signed it. Sec'y McAdoo immediately began the organization of a bureau for its control. This bureau will supervise the placing of all government insurance on hulls flying the American flag in cases when the private insurance companies will not give adequate protection or demand an excessive rate. W. C. Delaney, an underwriting expert of New York, was appointed head of the bureau and opened an office Sept. 3. He has at his disposal \$5,000,000 appropriated by the terms of the bill with which to insure vessels and will work under Assistant Sec'y Peters of the Treas. Department. The bureau's general supervision will be under Sec'y McAdoo, who has authority to appoint a board of experts to help him.

THE TREMENDOUS advances that have taken place during the current week in all grains can be attributed directly as a result of the enormous demand for our cereals by foreign Governments, whose representatives are now here directing the purchase of supplies. Sales of oats for export have been of large volume, both for spot and forward delivery. Should this demand continue it will require a larger primary movement to keep pace with the absorption of supplies, otherwise it will not be long before the visible supply will be drawn upon to a material extent. Export clearances will soon reflect previous sales and with the exception of Chicago, there is no accumulation of stocks. The future course of prices will be governed by the volume of export business, as domestic influences carry very little weight under existing conditions.—L. W. Forbell & Co.

THE THREATENED cancellation of grain and freight contracts on export shipments caused the following telegrams to be sent and received by the London Corn Trade Ass'n on Aug. 13: "We have received cable from North American Grain Export Ass'n as follows: We are obliged to inform your Ass'n that the conditions resulting from the existing hostilities are effectually preventing shipments to such an extent that we fear many contracts must be considered as cancelled. Please wire what action you are taking in the matter." Reply: "We have replied to Nagport this morning as follows: Absolutely refuse to recognize any cancellation of contracts to United Kingdom." A later telegram to the London Corn Trade Ass'n on the same day read: "Have wired President Board of Trade as follows: 'Further to our wire of yesterday Cunard Line have cancelled freight engagements for foodstuffs from America with one of our members. This is extremely bad example and action should be taken immediately.'"

AMERICAN REGISTRY of foreign built merchant craft was opened to vessel owners Sept. 4 when Pres. Wilson signed an order suspending the operation of the sections of the new registry bill requiring American watch officers on American vessels and inspection and measurement for registration by United States officials. American companies operating fleets of foreign registered vessels have signified their intention of applying for American registry.

THE EXPORT movement of wheat has materially increased at Baltimore. During the early part of September a large number of vessels took cargoes of grain for Europe, the bills of exchange being accepted by the banks. The revival of exports followed the lifting of embargoes by the various railroads into the city. The elevator capacity of the port is approximately 5,000,000 bus. which together with the increased activity in loading on ships will, it is believed, ward off any further trouble. Exports to ports in Belgium have been delayed considerably owing to the fact that the banks would not willingly accept the bills of exchange. German ports have also been barred from shipments. Among the ships leaving the port were, the Mora for Bordeaux, France, the Belfast for Belfast and Dublin, Ireland, the California for Norway and the Revingham for an English port.

ABOUT 275 vessels, mostly flying the German flag, but many carrying American cargoes, have been seized by the combined fleets of England, France, Japan and Russia since the opening of the war. At present the British government is endeavoring to get a list of the captured vessels from Russia, France and Japan. The seized ships will go before the prize courts which have been established in London and various colonial possessions. Regarding the situation which has arisen over these cargoes, Sir Cecil Spring-Rice, British Ambassador to the United States, says: "In order to prevent loss to subjects of neutral powers and to encourage continuance of trade, his majesty's government has taken steps to set free expeditiously and without reference to prize court as many cargoes as possible, even tho in some cases cargoes may be liable in law to condemnation as a prize. An executive com'te with full powers to deal with such cases has been appointed."

ALL EXPORT B/L when issued by the British government and marine insurance companies must contain the following clause: "If and so long as the ship is insured against war risks with a war risks insurance ass'n under or in connection with a war risks insurance scheme of His Majesty's government, the ship, in addition to any liberties expressed or implied in this B/L, shall have the liberty to comply with any orders or directions as to departure, arrival, routes, ports of call, stoppages or otherwise, howsoever given by His Majesty's government, or any department thereof, or any person acting or purporting to act with the authority of His Majesty or of His Majesty's government, or of any department thereof, or by any com'te or person having under the terms of the war risks insurance on the ship the right to give such orders or directions, and nothing done or not done by reason of any such orders or directions, shall be deemed a deviation."

I AM OUT of the grain business for the present but can not get along without the Grain Dealers Journal.—Lester Stone, Kansas City, Mo.



Twelve Floating Pneumatic Grain Elevators in the Harbor of Hamburg, Germany.

So long as the grain imported by European countries came in bags it was handled by cheap manual labor. The adoption of the modern steamship with its many holds and bulk loading, made the unloading of such cargoes irksome and expensive. By degrees European engineers evolved the pneumatic system for transferring grain from ocean going vessels to bins or lighters, and for years the pneumatic system has been in use at all the principal European ports where grain is imported.

Pneumatic elevators have become the standard equipment for discharging grain cargoes from vessels in the ports of Germany, England, Holland and Belgium. Rotterdam has 28 floating pneumatic grain elevators. Antwerp has four, and the city has contracted for 8 more. Hamburg has 19 pneumatic floating elevators as well as 6 of the bucket type floating elevators. The grain elevator at Manchester, Eng., has a pneumatic equipment as auxiliary to the marine leg. Two pneumatic floating elevators are in use at Emden, Germany. Stationary pneumatic elevators are in use at Berlin, Wilhelmsburg, Riesa, Hamburg, Harburg, Rendsburg, Brake, Aussig, Muenster, Germany; Amsterdam, Holland; St. Mihiel, France; Tournai, Utrecht and Bruges, Belgium; Rostov, Russia; Ipswich and London, Eng.

American engineers have always looked upon the pneumatic system as being far too expensive to justify its general adoption and in nearly every plant where the pneumatic system has been installed for transferring grain in the United States it has long since been discarded, the two principal objections being the large consumption of power and the breaking of grain.

The general adoption of the pneumatic system in European ports would seem to carry convincing proof that these objections have been overcome by the European engineers. While it is not at all likely that the pneumatic system will be generally adopted in this country for the elevation and transfer of bulk grain, still it is not at all improbable that it will be adopted for transferring grain where the lack of space handicaps or prevents the economical use of the mechanical facilities now in general use.

The pneumatic floating grain elevator comprises a pontoon, a tower, a grain suction tube, an air and grain separating receptacle, weighing scale and discharge spout.

Some of the pontoons are elaborated into boats with almost seagoing completeness of equipment, with four or more suction pipes, hoisting derricks, steam

power plants, and quarters for captain, engineer and crew.

The pneumatic floating elevators as constructed by the G. Luther Co., engineers, of Brunswick, Germany, comprise two large double-acting vertical air pumps directly coupled to a set of compound, surface condensing steam engines of about 300-h.p., fitted into a vessel solidly constructed of steel. On the deck of the vessel is a high structure, on top of which is a cylindrical canister, or receptacle, having its upper end connected to the air pump by a suction pipe. Four smaller suction pipes branch off from the canister and lead into the hold of the vessel which is to be discharged.

These four suction pipes are each supported by strong derricks suspended from twin masts arranged and fitted to the canister. By the aid of these derricks the grain suction pipes can be raised and lowered as required. The derricks are worked by ingenious hand winches placed on a platform at about half the height of the structure and can easily be manipulated by one man. Two strong capstans and windlasses are fitted on deck, one at each end of the vessel or pontoon. A powerful double drum steam winch for shifting lighters is placed on deck in convenient position.

Steam pressure for the main and auxiliary engines is supplied by a multitubular 2-furnace Scotch type marine boiler of latest design and ample size, placed in the hold of the vessel. Power from the steam engines drives electric generators supplying current for motors and for lamps for

night work, illuminating also the discharging vessel and lighters.

In operation the air pumps are started, creating a partial vacuum in the large canister, the air rushing into which from the four pipes extending into the grain holds drawing in a mixture of air and grain. The suction is so strong that bits of sheet metal, rats and mice are drawn into the tubes and elevated into the canister. Here the grain, being so much heavier than air, drops to the bottom, the exhausting of the air continuing at top to the pumps.

To draw off the grain accumulating in the bottom of the canister hopper, a rotary valve opens intermittently; the chamber in the valve being closed except to the canister permits no air to enter the canister. This valve is driven by an electric motor taking current from a dynamo on the pontoon.

An automatic weighing scale is hung like a pendulum below the grain outlet valve, giving an accurate weight, before discharging the grain thru the telescoping spout into the lighter at the side.

The 28 pneumatic elevators at Hamburg, Germany, have a total elevating capacity of 30,000 tons per day. As many as four and even five elevators can be put to work simultaneously so that a steamer carrying 8,000 tons of wheat in one parcel can be discharged easily and the grain weighed by four elevators in 12 working hours including all stoppages for changing lighters and barges. Vessels having a grain cargo of a number of different parcels are worked somewhat more slowly.



Two Floating Pneumatic Elevators Unloading a Steamship in the Harbor of Hamburg.

as care must be taken not to mix the different parcels.

This quick despatch is greatly appreciated by the vessel owners, and by the grain handlers whose contracts provide for cash payment on delivery or a certain time after delivery. The quick pneumatic handling is of especial advantage in the case of maize which is likely to go out of condition.

The pneumatic elevator raises the grain about 100 ft. and some of the boats have special mechanism for loading the grain into bags to be put on railway cars. The suction will carry the grain horizontally 1,000 feet, but the greater the distance the less the capacity.

At Hamburg, the grain elevating company, known as the Getreideheber Gesellschaft, charges its customers, the stevedores, 80 pfennigs (19.04 cents) per ton for discharging grain, plus wages of employees on tenders, coal for the same, and night work, or about 90 pfennigs (21.42 cents) per ton in all. As this company depends almost altogether on its pneumatic suction machinery, it may be inferred that it is regarded as the most successful type now available. The manufacturers of the machinery claim that the apparatus now in use by the Getreideheber Gesellschaft delivers grain from the vessel at an operating cost, per 2,240-lb. ton, of 40 pfennigs (9.52 cents). These figures have been confirmed by a member of the Hamburg company. It takes 15 men to operate each elevator and 11 pounds of coal are required per ton of grain, the cost of power required being the principal item in expense of operation. In 1913 at Antwerp, four elevators working from April to Oct. 1 discharged 532,570 tons of grain.

The advantages of discharging grain laden sea-going vessels by pneumatic elevators are that only a comparatively small number of men are employed, whereby the troubles of strikes, lock-outs, etc., are greatly reduced and practically done away with. No skilled labor beyond engine-room staff is required and the trimming is eliminated entirely, one man only being necessary for conducting the suction-pipe. Discharging can be continued in all

weathers and at all times, as the ship hatches only require to be opened sufficiently to let the suction-pipes thru and the grain is protected from rain and wind right into the hold of the lighters. By giving a quicker despatch the delay in port is very considerably reduced and the earning power of the sea-going vessels increased. All grain which may have suffered in quality by being stored for a length of time in ship holds (through heat and moisture), is greatly improved by the pneumatic process, as the grain is naturally aired and cooled during the operation of the discharging. The resistance of the grain against the danger of spoiling by further transport and storing is also very much aided by means of this airing process. Lighters and crafts being laden very much quicker, secures for them a higher earning power. The sea-going vessel's much shorter stay in port decreases the congestion of docks and harbors. The grain is delivered to receivers in exactly the same quantity and quality as when put on board, whereby claims for shortage and alteration of quality is eliminated. No difficulty is encountered in discharging peaks, lazaretos and sparebunkers as the suction-pipes are flexible and can be put thru any opening and carried inside the vessel to any length. General cargo and grain can be discharged out of same hatch simultaneously, as only very small space is taken up by suction-pipe. All loss of grain during discharging process is avoided. The machine is perfectly self-contained for the discharging process, and no ship's machinery or gear is required. This gives an opportunity for blowing down boilers for the purpose of cleaning and overhauling machinery without loss of time.

The engravings show 12 floating pneumatic grain elevators each of 200 tons hourly capacity in the harbor of Hamburg; 7 floating elevators of 200 tons capacity in the harbor of Rotterdam; 4 movable pneumatic elevators at Brake in Oldenburg, Germany, made by G. Luther; 2 floating pneumatic elevators unloading a sea-going steamship in the harbor of Hamburg; 2 movable elevators on a pier at Hamburg; a stationary pneumatic grain unloading plant with 6 hose-towers each

of 75 tons or a total of 450 tons hourly capacity, and a movable land tower of 125 tons capacity.

The six hose-towers of the stationary plant are of stone and concrete built in the river bed, serving to support only the suction tubing, derrick booms, grain piping to the shore power plant and grain separating canisters. This plant can unload boats on either or both sides at the same time. The grain piping is carried on connecting bridges, from which depends the workmen's footpath.

On the pier in Hamburg harbor are two movable elevators to discharge from ship to lighter. The capacity of each is 100 tons per hour. By moving together, both towers can concentrate their 8 suction tubes in one hatch of a steamer.

The movable land tower travels on rails on the dock alongside of the grain storage building, which is substantially built of brick. The large vertical air exhaust pipe on the movable structure is connected with the main wind trunk supported on the basement wall thru many valves, one for each position of the elevator. Four suction tubes are shown working in one hatch of the steamer.

The four movable pneumatic elevators at Brake in Oldenburg are an interesting combination with bucket elevation. Two of these have a capacity of 80 and two of 100 tons per hour each. The moving trestlework of each elevator spans two railroad tracks and can travel over a considerable length of dock. Two steamships are being discharged simultaneously. The two elevators in the foreground have a set of two main air suction trunks independent from the two elevators in the background. Each pair of suction trunks leads to two sets of independent air pumps a considerable distance from this dock.

After having been raised out of the ship by the pneumatic elevator the grain flows from the canister to the boot of a double elevator leg having belt and buckets. From the tall elevator head the grain is discharged thru a long spout upon a belt conveyor on the land side, or, by turning the spouts about, into lighters which may



Stationary Pneumatic Grain Unloading Plant with Six Hose Towers.

be tied up alongside the outer side of the ships. One of the belt conveyors, receiving grain upon any part of its length feeds into the boots of two bucket elevators in an American style grain elevator comprising 48 square bins of reinforced concrete with hopper bottoms. The second belt conveyor discharges the grain into a large flat warehouse to be sacked for loading on railway cars. The pneumatic elevators in this extensive plant are of the English Duckham type built for J. Mueller and K. Gross at Brake by G. Luther of Braunschweig.

The aircraft and friction on the walls of the suction tubes has the effect of polishing the grain and taking out dust. Some operators are not in favor of this thoro cleaning process and add afterwards the same amount of dust that is taken out to make good the same weight for which they had to pay.

In America the grain handlers strive to move the grain from the producing territory at as low a cost as possible. In Europe the grain handlers strive to distribute the grain into the hands of the consumers in as good a condition as possible. The European importers, especially the millers and maltsters, are willing to bear the cost of extra power used in pneumatic elevation on account of the improvement in the quality of the grain.

The Grain Trade of Antwerp.

Antwerp, the fortified city of the Low Countries, is not merely the chief commercial city of Belgium, but is the seaport nearest by rail to vast areas of western Germany, so that by reason of having the most dense population in Europe and good rail connections it is one of the leading grain ports of the Continent, importing over 3,000,000 tons of grain a year.

Altho German armies have swept the country close to the environs of Antwerp that refuge of the defeated Belgians is intact, and as the Teutons had no use for Belgium other than as a path to Paris the city probably will not be blown up by Zeppelins. When the war is over the grain trade of the port will be continued along the same lines as described by U. S. Consul Henry W. Diederich of Antwerp in the following letter June 6:

PNEUMATIC ELEVATORS.—In 1910 a company was formed with a capital of \$250,000 for the purpose of exploiting pneumatic elevators; two were immediately ordered, but when they arrived at Antwerp the municipal authorities refused permission to use them. For months they remained idle, but finally the common council voted for municipal ownership and bought the elevators for the city,

which owned all the elevators, beginning their public use about the middle of 1911.

In view of the fact that Rotterdam possesses 26 grain elevators, as against 4 now in use at Antwerp, a campaign has been started by all the trade associations of Antwerp in favor of free competition in the matter of grain elevators. In December of last year the municipal council voted for the purchase of eight new elevators, which will bring the whole number up to 12.

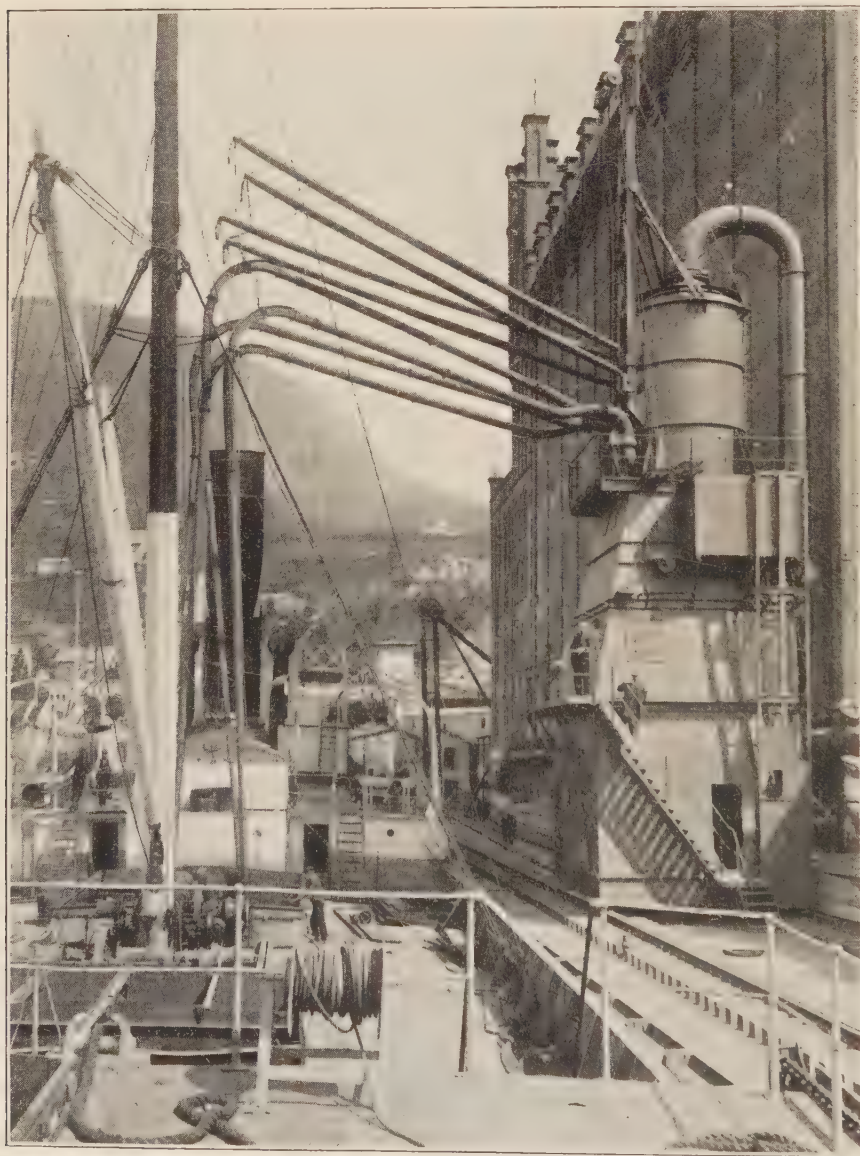
NEW GRAIN DOCK.—Unsold grain discharged at Antwerp is generally stored in barges, which serve as warehouses. These barges have a tonnage of 100 to 300 tons and are chartered either to "stay in the port" or to "stay in the port with an eventual voyage in view." In the first case, they do not leave the port and their cargo is transhipped or put on trucks when sold. In the second case, the barge conveys the grain, when sold, to the interior of the country—for instance, to the buyer's mill. Besides some 300 barges which never leave the port, there are 600 to 700 which ply to and from Antwerp intermittently. To the great inconvenience and discomfort of the grain merchants, and more particularly of the brokers who have to take samples of the grain offered for sale, these barges are scattered throughout the port and frequently moved from one dock to another; or are at a great distance one from the other, thus causing a loss of valuable time.

While the plan of concentrating all grain barges in one dock was conceived a decade ago, it was only lately that the town council voted for the construction of a dock to be known as the dock of concentration. This is not expected to be completed before 1916.

GRAIN MERCHANTS of Antwerp make wholesale importations of grain for their own account, with their own capital, at a price including only cost, freight, and insurance to Antwerp. The transaction thus begun is completed by the sale, on other contracts, on other terms of delivery, and on other conditions of shipment and payment. These operations were formerly made, so far as the purchase was concerned, thru agents of the exporting houses and, as regards the sale, thru brokers representing the miller or the grain merchant in the interior of the country.

The keener competition of the present and the necessity of eliminating burdensome intermediaries have greatly modified these practices. The brokers are slowly but surely disappearing, and not a few of them are gradually becoming actual merchants. The position of the agents is not much better. Their part in the grain business consists in selling to Antwerp merchants for account of export houses on the Danube, in North and South America, etc. The great development of the grain traffic between Antwerp and the exporting centers on the Black Sea decided several of the foreign houses to open branches at Antwerp, so that now nearly all the grain shippers of Roumania and Bulgaria have their own offices at Antwerp, through which they deal, thus leaving no business for local agents.

As the demand for Danube grain increased in the Antwerp market, branches of Danube grain houses also sprang up, and these began to sell direct to the consumer, passing over the heads of the brokers. In course of time they commenced to import grain from other sources, so that, little by little, they became identified with the Antwerp importers and today rank among the strongest grain concerns in the country.



Pneumatic Grain Elevators on Movable L and Tower.

With regard to Russian grain the broker is better off. Importations of this grain are irregular and not of sufficient importance to warrant the opening here of branches of Russian grain houses. Thus the Russians are still obliged to work through Antwerp brokers.

As to grain coming from the Argentine Republic and India, conditions are different. These products are not offered for sale in the Antwerp market, but are bought up and exported by branches or agencies established in those southern countries and shipped to their principals in Europe. This trade is monopolized by a few houses in Europe, having agents also at Antwerp.

Formerly the agents as well as the branches of foreign houses were in the habit of dealing on terms that made the exporter responsible for freight and marine insurance only, leaving to the Antwerp importers all risks and profits on resale. Few houses, however, still adhere to this system. They now buy the grain in their own name, in the country of origin, and resell it on other terms to the consumers, giving the latter long credits and incurring all the risks of the transaction. Consequently, it will be seen that neither the brokers nor the merchants keep to their relative positions as they formerly did.

With the exception of a few firms, to whom old correspondents and customers still remain loyal, the situation of the Antwerp grain market, as regards the personalities engaged in it, may be summed up as follows: The old-established firms keep on in their conservative lines, and

the newcomers adopt their own way of doing business, as agents or as a branch house or as merchants or as brokers, but in practice they buy first-hand from the producer and endeavor to sell, as much as possible, direct to the consumer, be he miller, brewer, or small retailer.

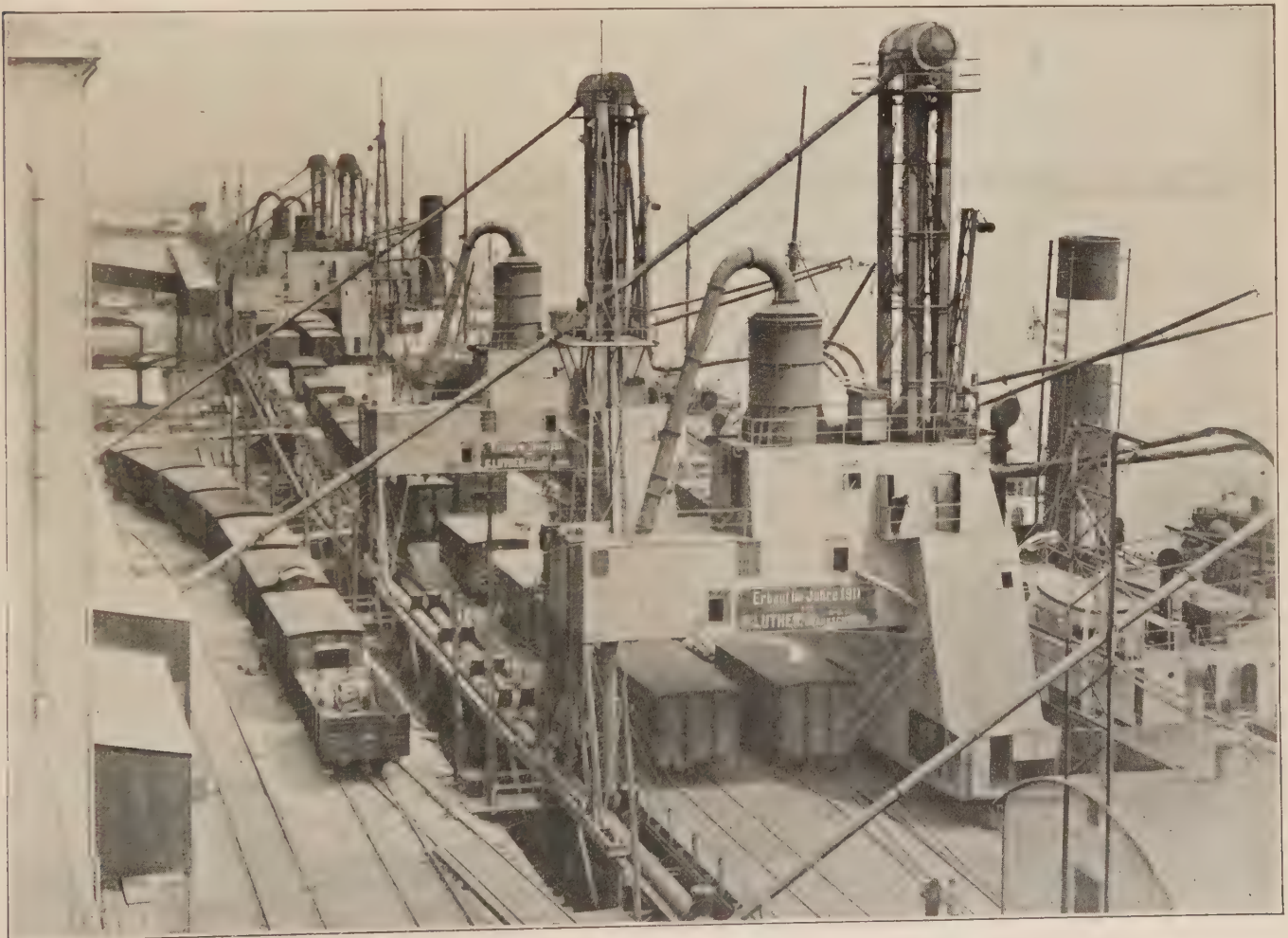
There are approximately 300 grain houses at Antwerp. While about 10 per cent of them monopolize practically three-fourths of the trade, the other 270 firms must divide among themselves the remaining one-fourth. This large number of grain houses is due to the fact that there is no restriction whatever placed upon the grain trade. Anybody may enter the grain section of the Antwerp Exchange at any time without formality.

LACK OF ADEQUATE WORKING CAPITAL.—The grain section of the Antwerp Exchange sees many changes, owing to the ups and downs in this particular class of business. Strange to say, one seldom finds a grain merchant who has the moral courage to retire from business when his fortune is made; and on the other hand, far too numerous are those upon whom fortune has smiled at one time only to desert them later. There are few grain merchants in Antwerp whose credit has not been in jeopardy at one time or other. One of the causes for the relative lack of prosperity in this line of trade is insufficient capital. It is safe to say that there are scarcely a dozen firms working with an available cash capital of over \$200,000; perhaps 10 firms with a cash capital between \$100,000 and \$200,000, 15 with a capital of \$40,000 to \$100,000, and 20 with a capital of \$20,000

to \$40,000. All the others work with less than \$20,000, and one might say with even less than \$10,000.

This lack of large capital is considered a great obstacle by the general grain trade. In order freely to dispose of his grain, the merchant should be able to pay the purchase price to the exporter. This he does not do; he practically pawns the grain to the bank, and the bank in most cases puts itself in the place of the merchants, takes up the documents, receives the goods, stores them in a lighter, and holds them until the sale is made. When the merchant sells the grain he invoices it and draws in his own name upon his customer, but this draft when accepted is handed over to the banker toward paying off the account. The banker, therefore, runs considerable risk; he takes up the documents for account of his clients to the value of 80 to 85 per cent of the merchandise. If, in the meantime, the depreciation in the value of the merchandise should fall below the remaining 15 per cent, the bank is uncovered to that extent.

THE BANKER'S RISK.—But there are other contingencies. If the merchandise is not properly delivered and the seller, condemned to pay an indemnity, forgets to settle the final account and pay the difference, the banker's risk is again uncovered. This occurs also when there is short weight, when bills of lading are falsified, etc. For all these risks the banker naturally charges heavy commissions. This continuous intervention of the bank in the affairs of the grain merchants constitutes a perpetual menace to the trade, for when a crisis occurs and funds give out



Four Movable Pneumatic Grain Elevators of J. Mueller and K. Gross at Brake in Oldenburg, Germany.
[For description see pages 388-390.]

the banker has it in his power to cut off credit and, by forcing his client to liquidate, to bring about his ruin.

The grain merchants at Antwerp complain bitterly that the ever-increasing weight of general expenses cripples their business. Complaints would not be so general if the business were always lucrative, but a vast amount of money is absorbed in transactions that leave no profit. Again, commissions or brokerage rates have been reduced lamentably within the last few years. Formerly they were from $1\frac{1}{4}$ to $1\frac{1}{2}$ per cent of the selling price, with the cost of all cable messages charged to the exporter; today the commission has fallen to one-half of 1 per cent, each paying his own expenses. American exporters of grain now sell free of commission only, so that the Antwerp merchant must look out for himself.

THE GRAIN EXCHANGE.—In 1911 there was a great stir in the grain trade at Antwerp, owing to the establishment of a new grain exchange known as the *Marché à Terme*, and conducted under the auspices of the "caisse internationale de liquidation et de garantie des opérations en marchandises." As its name indicates, this "caisse internationale" fulfills all contracts concerning one single article and which are drawn upon terms identical in all respects save price and guarantees a proper conclusion both for the seller and for the buyer. It deals in maize, barley, and other grains, besides coffee, rubber, cotton, and oil, for which other "*Marchés à Terme*" are organized.

Without the "caisse internationale" the original seller has to invoice the goods to his buyer; the latter again invoices them to his buyer, and so on until the final consumer is reached. According to this system each buyer disburses the total value of the merchandise and is in turn paid as seller by the next buyer. The documents, shipping instructions, etc., pass through all these hands. Each intermediary buyer is responsible toward his seller, and in his capacity as reseller he assumes all the risks of the solvability of his buyer.

The "caisse internationale" or clearing house has the twofold object of simplifying all these details and making the operations doubly sure. Its organization is such that through its medium all the intermediary sellers and buyers are paid their profits or it pays to the "caisse internationale" the differences they owe. In the

actual negotiations, therefore, the intermediaries, disappear, leaving only the first seller, who furnishes the merchandise, and the last buyer, who takes delivery.

To cover itself against losses arising from the inability of one or the other of the intermediaries to pay the differences he owes, the "caisse internationale" demands from both the seller and the buyer at the time of the registration of the transaction a certain guaranty either in cash or in first-class securities, known as "original deposit." Furthermore, when prices show a loss the interested party is called upon to make good the difference in cash immediately. The "caisse internationale" puts at the disposal of the grain trade an exchange for which each firm pays an annual subscription of 300 francs (\$58). The creation of this "*marché à terme*" has altered greatly the aspect of the grain market and has instilled into it new life and new methods, besides increasing to a considerable extent the traffic in grain.

The "*marché à terme*" is managed by a committee of eight members, elected for a term of two years. Every year four members retire and are not re-elected. Experts are appointed every year by the committee. These are eligible for reappointment and are of two classes—experts for maize and barley and experts for other grains.

CHAMBER OF ARBITRATION.—Up to the year 1872 all differences with regard to grain contracts that could not be settled amicably were referred, like all other commercial affairs, to the tribunals of commerce. Owing to the complex nature of the grain trade and to the fact that transactions in cereals are subject to difficulties which grain experts alone can overcome, it was realized at that time that the ordinary tribunals of commerce were unable to treat such matters competently. A special arbitration chamber was therefore formed with a view to rapid and inexpensive settlement. Cases before this arbitration chamber are now quickly handled, the costs are relatively small, and awards are rendered by men thoroughly familiar with the questions submitted to them. A further advantage of the arbitration chamber is the discretionary power of the arbitrators, who, by the terms of the agreement for arbitration, are not compelled to adhere strictly to the letter of the law, and are at liberty to render their decision not so much on the exact

wording of the contract as upon the spirit of the same and upon the customs and practice.

The chamber of arbitration is composed of active members and ordinary members (members *adhérents*), the latter not being eligible for active membership until they have been ordinary members for three years. The board of grain arbitration is composed of 24 members, elected by secret ballot from the active members and by a majority of them. Half the members of the board must be replaced every six months and are eligible for reelection only after an interval of six months. The board is governed by a president, two vice presidents, and a secretary-treasurer. The affairs of the chamber are administered by a chief clerk, who has the clerical staff under his management. The arbitrators who sit in the first instance are three in number. As each case comes up, the president draws by lot the names of the arbitrators, who hear the case and give the award arrived at by a majority. For each arbitration in the first instance a deposit of one per thousand of the selling price of the merchandise is paid, the minimum being 50 francs (\$9.65). Each arbitrator receives a fee for attendance.

APPEALS.—Until recent years awards were made without right of appeal; this, however, has been remedied. Still, appeal is not allowed in certain cases, such as depreciation in value resulting from the condition of the merchandise, because the condition may vary in a few hours; and again, appeal is not allowed when notice of the same is not given within 14 days of the announcing of the award. For appeals, there are five arbitrators, whose names are drawn by lot by the president. In order to modify the award of the arbitration in the first instance four of the appellate arbitrators must agree; otherwise, award in the first instance is confirmed. The costs in appeals are three times those of the first instance, with a maximum of 1,000 francs (\$193).

The Chamber of Arbitration in grain has indeed rendered signal services to the trade at Antwerp. Since its foundation it has pronounced 32,000 awards, 20,000 of which were handed down during the last 20 years. It has made 20,000 analyses and about 8,000 verifications of weights.

CONTRACTS.—Formerly the grain trade at Antwerp was regulated exclusively by custom and private convention.



Seven Floating Elevators in Harbor of Rotterdam, Holland.
[For description see pages 388-390.]

These customs, badly defined, left the door open for a great variety of interpretations, and the diversity of contracts needlessly complicated affairs. In 1878 the Chamber of Commerce undertook to draw up a uniform contract to serve as a basis for all grain transactions. Fifteen years later these contracts were approved by the Grain Arbitration Chamber. Often modified, entirely reedited in 1908, and again revised in 1914, these contracts now number 19. There are distinct forms for trade with the Baltic Sea, the United States, the Black Sea, and with the River Plate country. There are special forms for c. i. f. transactions, special forms for transshipment business, and special forms providing for delivery at a future date and upon the safe arrival of the carrying vessel.

Many transactions—and among them the most important—are not concluded on the terms of the contract of the Antwerp Arbitration Chamber, but on the terms of the London Corn Trade Ass'n. Of these there are 60 distinct forms of contract. Nearly all complete cargoes are handled on the terms of the London contract. The same is true of shipments of grain from India and Australia, as well as parcels of grain from the River Plate sold to Antwerp, "cost, freight, and insurance." However, all transactions, concluded with the consumer, notably "on truck" or "transshipped" into the craft of the consignee, are concluded on the Antwerp Chamber or Arbitration terms.

The contracts of the Chamber of Arbitration provide for its exclusive competency for all litigation arising from sales made in accordance with its terms. In the same way, parties to a contract of the London Corn Trade Association recognize the competency of that ass'n. In both cases recourse to the commercial or civil tribunals is renounced. Within the past three or four years, most of the c. i. f. grain business to Rotterdam from the Baltic and North Seas, Sea of Azof, and the Danube has been concluded under the terms of contracts known as German-Dutch. This is to be noted, because Antwerp negotiated a large number of such transactions with delivery at Rotterdam.

BROKERS' CLUB.—The Ass'n for the Protection of the Grain Trade was founded as a professional union in 1907 and

was legally recognized in 1908. This ass'n has for its object the examination, protection, and development of the business interests of grain merchants, notably in maintaining the establishment of equitable customs and the suppression of abuses; in procuring for its members information relating to their branch of trade, and in entering into litigation, either as plaintiff or defendant, at the cost of the ass'n—in short, in all matters where the general welfare of the grain trade is concerned.

The Club of Grain Brokers was founded in 1898, with the object of defending the interests of its members and of developing a fraternal spirit in their midst. One-third of the receipts of the club, paid into a special account, is used for the relief of members who have suffered a reverse of fortune.

The Grain Man's Goat.

BY JAY HAUSAM.

If I but knew what the market would do
For just one day, as I work my way,
Soliciting grain, and racking my brain
Explaining dockage, why the freight block-
age!
Giving my best, and working with zest.

I look for a slump, but get a hard bump,
For, lo! there's a rally. (I take to the al-
ley.)

Things brighten. With glee, I say I fore-
see

That wheat'll be higher, and find I'm a liar,
The rally's a dream, for the bears turned
on steam.

Each roistering bear makes me grow a
gray hair

As I puzzle my brain on mercurial grain,
For like golf, the great game is never the
same.

I'm not Bear, nor a Bull, nor a lamb with
shorn wool,
But Great Snakes! I don't dote on being a
Goat.

THE WORLD'S wheat crop for this year is estimated by Beerbohm at 3,172,000,000 bus.; compared with 3,700,000,000 bus. last season and 3,486,000,000 for the previous season. Europe's shortage totals 296,000,000 bus., of which Russia is short 196,000,000 bus.

ALFALFA, a booklet containing the address of P. G. Holden at the 21st annual convention of the National Hay Ass'n at Cedar Point, O., is being distributed by the Carlisle Commission Co. to its patrons. It contains some valuable information about this crop.

Meeting Advisory Com'ite G. D. N. A.

A meeting of the Advisory Committee of the Grain Dealers National Assn. was held at Chicago, Aug. 28th and 29th, 1914.

Members of the Committee present were: Chas. B. Riley, Sec'y, Indiana Grain Dealers Assn.; S. W. Strong, Sec'y, Illinois Grain Dealers Assn.; F. J. Smiley, Sec'y, Kansas Grain Dealers Assn.; Geo. A. Wells, Sec'y, Western Grain Dealers Assn.

J. W. McCord, Sec'y of the Ohio Grain Dealers Ass'n, was taken ill on arrival at La Salle Hotel Friday morning and was confined to the home of a friend so was unable to be present.

Mr. Strong was chosen Chairman and Mr. Wells as Secretary of the meeting.

The minutes of the last meeting were read and approved.

On motion, Docket No. 5, was offered for consideration and discussion, namely "Co-operation with the carriers in the matter of improving weighing facilities and facilitating the adjustment of shortage claims."

Mr. F. C. Maegly, Asst. General Freight Agent of the Atchison, Topeka & Santa Fe Railway, who has been giving his personal attention to the matter of weights as connected with shortage claims in the interest of the carriers, was present and participated in the discussion of the subject.

He advised of having taken this matter up with J. H. Howard, Chairman of the Chicago Claim Conference, which is a committee of the Claim Agents of the different railroads and that they were interested in the idea of having a conference with the Advisory Committee, but suggested a similar committee representing the operating departments of the different roads should also be included in the proposed conference, which idea was very acceptable to the Advisory Committee. It was agreed with Mr. Maegly that such a conference should be held at the earliest date convenient to all parties concerned and that Mr. Wells continue the correspondence with the view of arranging the conference.

The members of the Advisory Committee firmly maintained that the Claim Departments should recognize efficient weighing and the weights of grain regardless of whether there is a bad order condition of the car in evidence or not. The Claim agents have generally taken the position of arbitrarily refusing to consider claims for loss of grain in transit where there is no bad order condition of car in evidence.

On motion, it was decided to recommend to the Grain Dealers National Assn. that an investigation be made of the re-inspection rules of the different terminal markets with a view of accomplishing and establishing uniformity in the rules and their application, particularly with reference to delayed re-inspection.

It was also decided that each State Secretary prepare and circulate monthly letters or bulletins among the trade, particularly the membership of his association, and that such monthly letters or bulletins be mailed to other secretaries and also to the different grain trade papers.

RYE infected with ergot will be shipped and then graded according to the amount of the infection that it contains if grain buyers of North Dakota can influence the government to change its present stringent rulings. Many buyers do not agree with the Bureau of Chemistry that ergot is poisonous.



Two Movable Pneumatic Elevators on Pier in Hamburg Harbor.
[For description see pages 388-390.]

Grain Carriers

ALL EMBARGOES on grain were removed by eastern railroads by Aug. 29.

THE EMBARGO on grain to Galveston which was imposed by the M. K. & T. R. R. has been lifted.

THE TEXAS & PACIFIC R. R. removed the embargo on grain to New Orleans Aug. 25. The embargo was in effect by this road for three weeks.

RATES ON CORN in carload lots from Jenkins, Ill., to Buffalo over the I. C. R. R. which exceed 6c per 100 pounds have been declared unreasonable by the Interstate Commerce Commission.

A 2 PER CENT tax on railroad freight in lieu of a tax on railroad tickets is understood to have been tentatively agreed upon Sept. 9 by the House of Representatives com'te on appropriations.

THE LAKE RATE on wheat from Duluth to Buffalo has advanced from 1c to 1½c with the result that only a few charters are being made for immediate or near shipment. Little new grain has moved so far this season.

GRAIN DOORS to be used this fall and winter in the movement of grain are now being stored in the roundhouse of the L. E. & W. R. R. at Bloomington, Ill. By the time the grain shipments start 10,000 of them will be stored.

CLAIMS paid on grain and flour shipments over the Chicago Great Western in one month recently amounted to \$352.67. The freight claim agent for the company stated that all of these losses were due to claims filed because of defective equipment.

THE EMBARGO on grain for export to New Orleans was lifted by the Illinois Central R. R. Sept. 1. The embargo was imposed several weeks before and was partially lifted Aug. 12 when the company issued an order covering all grain already loaded.

GRAIN WHICH was stored in the freight yards at Temple, Tex., was cleared during the last few days of August. Four hundred cars were held there and were moved to Galveston. A heavy movement of empty cars is now on for the north from Galveston.

THE CARRIERS in this state have been given until Sept. 15 to file proposed schedules of joint line rates. Further hearings will be had on the matter in the office of this com's'n on Sept. 24.—F. M. Bradbury, sec'y for the com's'n, State of Missouri Public Service Com's'n, Jefferson City, Mo.

GRAIN SHORTAGES on lake vessels were the chief question discussed Sept. 3 by leading vessel men of the Great Lakes. The meeting was held in the Chamber of Commerce rooms at Buffalo and was representative of the Lake Carriers' Ass'n, the Dominion Marine Ass'n, and the Ass'n of Lake Lines.

THE FALL GRAIN MOVEMENT to Duluth and Superior will be handled without any difficulty according to the grain men. On Aug. 27 the supply on hand in the elevators reached a new low point. Besides the low supply on hand two new elevators will be completed before the rush of grain begins. These are Belt Line house in East Superior with a capacity of 2,000,000 bus. and the Globe Elevator.

THE EMBARGO on export grain to Baltimore has been lifted by the B. & O. R. R. The action by this road leaves the port free of all traffic restrictions.

THE TRAMP STEAMER Floriston, British, loaded with grain for Liverpool struck an iceberg in the Straits of Bell Isle on the night of Aug. 25 and was compelled to run ashore with her forehold full of water. She was beached on the west coast of Newfoundland 110 miles north of Curling. The steamer cleared from Montreal.

PROPOSED advanced switching rates between industries on the C. M. & St. P. R. R. and on interchange business will be investigated at Milwaukee in a further hearing before examiner Brown of the Interstate Commerce Commission on Sept. 15. The commission recently notified the Milwaukee Chamber of Commerce to this effect.

FOR ALLEGED loss in transit and undue delay in delivery Chris Meierott, Keokuk, Ia., filed a suit Aug. 28 asking for \$150 damages against the C. R. I. & P. R. R. The plaintiff alleges that the car contained 52,550 pounds of oats when loaded and only 50,650 pounds when unloaded at St. Louis and had been held 13 days longer than necessary.

INCREASE IN FREIGHT rates asked for by the carriers in the state of Texas will be considered by the Railroad Com's'n Nov. 23 at a general hearing. The questions of most importance to be taken up will be whether the present rates yield adequate revenue for the roads to operate in the state and if not what general course will be followed to meet the situation.

THE EMBARGO on grain shipments to Galveston was lifted by a number of railroads recently tho it is expected that it will be imposed again. The first action was taken by the I. & G. N. R. R. and followed by the others. The free shipment will probably not be stopped again until considerable is in transit and then by a concerted action of all the carriers.

ALLEGING DISCRIMINATION between the rate on wheat and oats and that on corn, rye, and malt, the Eminence Milling Co., Eminence, Ky., has filed a suit against the L. & N. R. R. Co. with the State Railroad Commission for reparation. The complainant says the rate on wheat and oats is 9c and on corn, rye, and malt is 6c. The milling company demands the same rate allowed the distilling interests.

NEW JOINT and commodity rates by the Soo line and the Canadian Pacific have been made and are planned to go into effect Oct. 1. The tariff will apply on shipments from Minneapolis, St. Paul, and Minnesota Transfer to Manitoba, Saskatchewan, Alberta and eastern British Columbia. It is expected that they will affect Chicago favorable as in nearly every case there has been a reduction.

MILLING-IN-TRANSIT privileges under which wheat and corn could be shipped from Cincinnati, Ohio, and Lexington, Ky., to Atlanta, Ga., were not allowed by the Interstate Commerce Commission in the case of the Atlanta Milling Co. v. the L. & N. R. R. Co. In the complaint the plaintiff alleged that the carrier was unduly discriminating against the complainant in that similar privileges were allowed to Paris, Lexington and Winchester, Ky. The petition sought reparation of \$1,655.07. The shipments in question were destined to Atlanta and then re-shipped to Carolina territory after being milled. The complaint was dismissed.

RATE ADVANCES allowed by the interstate Commerce Commission in its recent decision will be worked out at several meetings of the Central Freight Ass'n, probably at Chicago. The railroads are anxious to get the rates into effect Oct. 1. A meeting between the executive officers of the Western Trunk Lines and the Central Freight Ass'n has already been held at which the division of the new rates between eastern and western roads was discussed.

THE REFUSAL to issue new Bs/L cancelling the names of the original shippers in exchange for old Bs/L in cases where cars are reconsigned at the termini was not found unreasonable and discriminatory by the Interstate Commerce Commission in the case of Jung & Sons Co. v. L. & N. R. R. Co. The complaint was filed when the defendant company refused to exchange Bs/L for 3 cars of coal shipped from Adger, Ala., and Eldorado, Ill., to New Orleans, La., and then reconsigned to points in Texas. The case was dismissed.

SWITCHING and lighterage charges will not be absorbed by any of the Chicago railroads except the Wabash after Oct. 1. The various roads have filed new tariffs with the Interstate Commerce Commission. Both the Interstate Commerce Commission and the State Public Utilities Commission suspended the cancellations on the joint rates. It is expected that within the next few weeks switching and terminal rates will be thrashed out before both commissions. Another charge that is reported under consideration by the carriers is that of tapping the cars. This charge will be from 4c to 4½c and is expected to force the shippers to do their own teaming.

A READJUSTMENT of rates on all railroads west of Chicago will be asked for this fall if present plans are carried out. The petition will differ from that made by the eastern roads in that an exact schedule designed to make each department of the business pay will be presented. There is even a possibility that some of the present rates will be lowered. The changes will result from scientific investigation and will be compiled in conformity with suggestions of the Interstate Commerce Commission in the eastern rate decision. Grain and grain products will be among the first commodities to receive attention. The carriers give as their reason the advance in wages and increase in the cost of maintenance.

WHERE a railroad company maintained low rates for grain, inward bound to distillers to build up the distilling business, and thereby receive a high class return traffic, and the company maintained the same rates for a long time after the reason for their establishment had ceased to exist, the rates were prima facie reasonable, and an order of a state railroad commission fixing the rates for all grain inward bound as lawful was sustained by evidence, for the commission was not bound to assume that an equivalent result would not follow as to outward-bound flour from grain inbound to millers, or as to all the reverse traffic which would normally result directly or indirectly from grain moving in one direction, and the burden was on the company to prove that the rates were unreasonable, before it could complain. The U. S. District Court for the Eastern District of Kentucky so decided in the recent case of the Louisville & Nashville Railway Co. v. Kentucky Railroad Commission, reported in 214 Fed. 465.

FURTHER INCREASES in freight rates will be opposed by commercial bodies in Ohio. A meeting of the various commercial ass'ns of the state was recently called in Cleveland to formulate a plan of opposition. The business organizations of the state contend that the recent 5 per cent increase ruling by the Interstate Commerce Commission, being local, puts them under restrictions, compared with other localities.

THE BILL for a government controlled organization to buy and build American merchantmen was reported to the House of Representatives Sept. 2 after agreement was reached between the President and the House merchant marine com'te. Considerable opposition to its passage is expected from both Democrats and Republicans. It is probable that the bill reported will pass with some amendments. It provides for the creation of a board, subject to the direction of the President, to have control of the undertaking. This board will hold the controlling interest for the United States in a corporation which will buy or build ships to be operated on the Atlantic and Pacific coast, the gulf, South America and elsewhere. Necessary funds are to be raised from the sale of Panama bonds up to \$30,000,000. For immediate use \$10,000,000 is to be appropriated.

CHARGING DISCRIMINATIONS which have injured the grain handling business at Buffalo during the past few years, the Corn Exchange and the Chamber of Commerce of that city filed a complaint with the Interstate Commerce Com's'n Sept. 3 against the railroads operating to the seaboard at Boston, New York, Philadelphia and Newport News. A meeting of the transportation com'tes of the Exchange, the Chamber and the ass'n of elevator owners for each of which George E. Pierce is sec'y, was held on the afternoon of Sept. 3. The attorneys representing the organizations in Washington were instructed to press the suit before the Commission. Mr. Pierce stated that the Buffalo interests have asked the Commission to adjust the rates east of Buffalo so they will be about the proportion of the rail line rates from Chicago as applied on east of Buffalo movement of grain. They want the rate to be made to break at Buffalo, so that the east of Buffalo rail portion will be such that it will apply to the ex-lake business, irrespective of the up lake point of origin of the shipments, according to the milling and transfer interests the same privileges on ex-lake business that other ports are enjoying.

COLOR PLATES for the grading of alfalfa meal which were invented by Bryan Haywood of the Haywood Alfalfa Warehouse Co., Kansas City, and adopted as the official colors for alfalfa meal by the American Feed Manufacturers Ass'n at its meeting in Chicago last spring, are now being distributed to those who apply to L. F. Brown, sec'y of the ass'n, at Milwaukee, Wis. The invention has been worked out in such a way by Mr. Haywood that a manufacturer can take a sample of his product, place it on the plate and determine its grade. The plates are color photographs, each one representing the range of different colors of its respective grade of meal. These plates were worked out by the inventor as the result of a great deal of confusion in the manufacture of meal and ought to go a long way toward standardizing it. Different colored plates have been devised for fine and coarse cut alfalfa.

Feedstuffs

PLANS for a big feterita mill at San Antonio, Tex., are now under way. The mill will probably not be erected for another year, tho the organization of a company is expected sooner.

COTTON SEED MEAL is lower by 30 cents per 100 pounds this year than usual, the price being paid for it now is \$1.10 against \$1.40 last year. The difference is due to the shutting off of exports to Germany.

THE JOSEY-MILLER Co., Beaumont, Tex., has registered the names "Mo-Eggs," "Mo-Jli," and "Mo-Cream" for their poultry and horse and cattle feeds respectively. The company claims use of these names since January, 1914.

NIAGARA GRAIN & FEEDS, LTD., of Port Colborne, Ont., is now operating its feed mill, which was only recently completed. The mill is the first of its kind in Canada. The business office of the company is in Toronto.

THE GULFPORT GROCERY Co., Gulfport, Miss., has registered the trademark "Rainbow" for its stock feed. The trademark is the similitude of a rainbow in form and color with the name fitted above it in large letters.

THE OSWEGO MILLING Co., Oswego, N. Y., has increased its capital stock from \$20,000 to \$100,000 and has increased the capacity of its feed plant from 25 to 100 carloads per week. Plans are now being made for a number of new buildings.

THE ALFALFA MILLING & ELEVATOR Co., Avondale, Colo., started its new plant recently. The elevator of the plant has a capacity of 8,000 bus. and the warehouses 10 cars of meal. The officers of the company are J. W. Setters, pres., John H. Thatcher, vice-pres., Kenneth K. Brand, sec'y and mgr., and Samuel Taylor, treas.

AN IMPROVED ALFALFA product has been concocted by Mark C. Rich of Hot Springs, S. D.. Its preparation consists of grinding alfalfa, cut before it has become woody and fibrous, partially cured in the field, and dried by artificial heat to prevent bleaching, and then mixing it with a saccharine material and ground wheat, after which the mixture is roasted until brown.

VARIATIONS IN NET WEIGHT that will inevitably arise under the net weight section of the Pure Food and Drugs act, effective Sept. 3, were discussed by L. M. Tolman and W. E. Hillyer of the Bureau of Chemistry at the convention of the Ass'n of Food, Drug and Dairy officials in Portland recently. They said, "We believe that even if the law had not provided for reasonable variations and tolerances it would have been necessary, in the execution of the law, to have provided for them. Two classes of variations are recognized: first, those that might be classed as errors and discrepancies due to the limit of accuracy of the method adopted for weighing or measuring; and second, those variations due to the change of weight or measure of the product after it has been packed, due either to evaporation or absorption of moisture. In regard to errors the law makes it necessary that mistakes be as often above as below the correct weight. The moisture variations will be met by making tests to determine changes in weight."

TOMATO SEEDS have been worked into a valuable cattle fodder at Milan, France, according to an announcement of the Chamber of French Commerce. The seeds, which are a by-product of the canneries are first put into a drying furnace, next sifted and separated, and then crushed between heated millstones. After this they are placed in a hydraulic press and pressed in small loaves which, according to the tests at the agricultural station at Portici, contain an abundance of proteids and carbohydrates.

THE BRANDING of feed shipped in interstate commerce is causing manufacturers considerable trouble as regards the weight. C. V. Topping, sec'y of the Southwestern Millers' League, recently made inquiry as to the propriety of branding feed "100 pounds when packed—99 pounds net," and was replied to by A. S. Mitchell of the Department of Agriculture that "the statement reading 100 pounds when packed is not in conformity with the requirements of the act and should not precede the statement of actual quantity." This reply is taken by many to mean that there is no objection to the use of these phrases, but to their arrangement. Others believe the department objects to the use of the phrases.

FEED MANUFACTURERS of Alabama and those who ship feed into that state are being warned by the feedstuffs commissioners that it is illegal to sell 100 pound packages of feed unless marked 100 pounds net. R. F. Kolb, commissioner, says: "The department has received what it considers reliable information that many manufacturers have decided to put up their 100-lb. packages and label them '99% lbs. net, 100 lbs. gross.' The department wishes to call your attention to Sec. 2 of the Alabama Commercial Feeding Stuffs law. A package of feed marked '99% lbs. net, 100 lbs. gross.' would not comply with the Alabama law, and the merchant making the sale would be liable to prosecution."

IN POULTRY FOODS containing limestone or calcium phosphate as grit no specified amount of this ingredient can be prescribed, because of the uncertainty of the amount needed by the chicken as a grinding material and as a food. On this point C. L. Alsberg, Chief of the United States Bureau of Chemistry in a report says: "The bureau has carefully considered the labeling of poultry foods which contain limestone or calcium phosphate present in the form of grit, and has reached the conclusion that both of these substances must be considered poultry foods. While it is undoubtedly true that some of the poultry foods on the market contain much more calcium carbonate (limestone) or much more calcium phosphate than is necessary to supply the chickens' needs in building up tissues, it is not known how much of these constituents is used by the organism in building tissue and how much as a grinding material. Consequently it is impossible to limit the calcium carbonate or calcium phosphate to a particular figure and say that above this figure the constituents named no longer act as food materials. In view of the above, no statement on the label relative to grit is required under the provisions of the Food and Drugs Act, in case the grit is composed of calcium carbonate or calcium phosphate, provided that such calcium carbonate or calcium phosphate is not present in excessive amount. It is understood, however, that under a number of the State laws the grit must be mentioned among the ingredients."

Seeds

CAVOUR, S. D., Aug. 27.—Flax poor.—W. J. Hunt, mgr. Farmers Co-operative Elvtr. Co.

THE INDIANA Seed Co.'s store at Indianapolis was damaged by a recent fire in an adjoining building.

NEW YORK'S clover seed imports for the week ending Sept. 5 were 3,275 bags. Most of these were crimson.

A LARGE seed warehouse has been recently completed and put into use by F. Mueller & Sons at Calamus, Ia.

WHITMAN, N. D., Aug. 27.—Flax will make about 10 bus.—F. J. Ponzor, buyer, mgr. Equity Elvtr. & Trading Co.

MAKENGU, O., Sept. 1.—Clover seed small crop; very little timothy seed; will have to ship in.—T. W. Babcock.

THE SEED and feed business of Tom Nelson, Fremont, Neb., will be removed to new quarters that he has leased.

HECLA, S. D., Aug. 28.—Had light frost this week which hurt some millet seed.—Chas. Estee, mgr. Hecla Co-operative Elvtr. Co.

WATFORD STA. (Shafer p. o.), N. D., Sept. 4.—Flax will only make 7 bus.—J. C. Zeller, sec'y Farmers Co-operative Elvtr. Co.

KNOXVILLE, TENN., Sept. 2.—No clover or timothy seed produced in this section; bumper crop of millet seed.—Hackney Broyles & Lackey Co.

WHEELLOCK, N. D., Aug. 26.—Flaxseed suffered from heavy frost on Aug. 25 as none is ripe enuf to cut.—C. W. Truesdell, agt. Victoria Elvtr. Co.

SEED offered for sale in Nebraska and Iowa must be free from dodder, quack seed, wild oats, and Canadian thistle, to comply with the pure seed laws of those states.

CLOVER SEED exports will probably be prohibited from the United Kingdom as our English friends advise us. Should this be the case, prices will rise considerably.—I. L. Radwaner.

NEBRASKA CITY, NEB.—RED CLOVER is hulling from 2½ to 3½ bushels per acre. The seed is very choice. No alfalfa seed matured in this vicinity this year.—Edward Bartling Seed Co.

THE WISCONSIN seed crop is much improved by the recent rains. In some sections the crop will be up to last year when it was a bumper, tho in others it will fall below normal.—X.

PONTIAC, MICH.—The C. E. Depuy Co. is building an addition to its seed house and installing new seed cleaning machinery. The new addition and machinery will cost about \$5,000.—F. W. Camper.

BAGS OF SAND were recently found within sacks of clover seed received by a Kansas City seed dealer. It was not learned what per cent of the weight was made up in this way, but it is thought to have been considerable.

TOLEDO received during August 1914, 2,725 bags of clover seed, 1,964 bags of alsike seed, and 901 bags of timothy seed; compared with 1,104 bags of clover, 187 bags of alsike and 2,681 bags of timothy in August 1913. No seed shipments at all were made during the month and only 300 bags of timothy seed were shipped during August 1913.

INDIANA'S SEED crop for this year is coming out much better than expected. The timely rains have been a big factor in its present condition. The quality of the seed is excellent.—B.

COLUMBIA, Mo., Sept. 5.—The timothy and clover meadows of Missouri are very poor. Very little seed will be saved. The state yield of buckwheat is estimated at 15 bus. and that of flaxseed at 5.3 bus.—Missouri State Board of Agriculture.

LONDON, ENG., Aug. 24.—With harvesting now on, there is a fair demand for trifolium, early and late seed, prices firm. Mustard scarce and dearer. New seed not yet on market. Winter tares on offer, useful samples, reasonable prices. The new trefoil seed shows fine samples, cheap prices.—John Picard & Co.

THREE CARLOADS of alfalfa seed which left Hamburg, Germany, before the outbreak of the war billed to the Spokane Seed Co. of Spokane, Wash., have not been heard from. Imported seeds are going up in price as the result of the war as many of these are imported from Germany exclusively according to Mr. Barrett, manager of the company.

L. K. ELLSBURY & Co., Geneseo, Ill., have succeeded G. D. Sutton & Co. The new firm has a capital stock of \$10,000 and will grow, mature, market and deal in all kinds of seeds. The change was effected by the purchase of an interest of the old firm by F. O. Withrow. The officers are L. K. Ellsbury, pres., G. D. Sutton, vice-pres., and F. O. Withrow, sec'y and treas.

LANSING, MICH.—The condition of clover seed in Michigan compared with an average per cent is 81 in the State, 74 in the southern counties, 84 in the central counties, 94 in the northern counties and 104 in the Upper Peninsula. The condition one year ago was 80 in the State and southern counties, 81 in the central counties, 79 in the northern counties and 92 in the Upper Peninsula.—Frederick C. Martindale, Sec'y of State.

WE call clover seed a sleepy market. Trade so light the filling of a 200 bag order likely to change prices twenty cents either way. Really a still further decline would be beneficial and in the long run help the bulls. The disastrous war now raging in Europe will undoubtedly prevent any seed being exported from that part of the world. A prolonged war lessens the chances of any seed of consequence being raised next season.—J. F. Zahm & Co.

THE SECOND ANNUAL SEED exposition for the state of Montana will be held at Bozeman Dec. 8, 9, and 10 under the auspices of the Montana Seed Growers Ass'n. The object of the exposition will be to raise the standard of seed over the entire state. The samples entered for exhibition will be tested as to germination and moisture very thoroly and will be registered. It will be one of the chief objects of the meeting to establish a system of pure seed registration.

DARMSTADT, GERMANY, July 30.—Meadow foxtail promises a smaller yield with good quality this season. Favorable weather conditions have had a beneficial result. Cocksfoot yielded very satisfactorily this harvest. Denmark alone can make a favorable showing against us, while New Zealand's crop is very short. Wood meadow grass is about one-third of a crop. Favorable weather has ripened the seed into a bright fine quality, which can be expected in the seed if harvest conditions are as good.—Conrad Appel.

LEGISLATURES are on the wrong trail when they pass laws to make seeds 98 per cent pure and prescribe fines for the dealers who sell the seeds that are not 98 per cent pure. They should pass laws forbidding the Almighty from growing such seeds. We all know that the seed dealer does not grow the seed.—Harnden Seed Co., Kansas City, Mo.

KAFIR CORN will be short this season according to present indications. Many grain dealers handling this crop report that in sections where it is most extensively grown the crop is badly spotted. This condition is due in part to the quality of the seed planted. The quality has deteriorated from year to year and nothing has been done to improve it. The same condition is generally true of the milo crop. In marked contrast to these, however, are the prospects for the feterita crop, which in many localities promises a yield of from 35 to 50 bus. per acre.

NEW YORK.—Alarming reports have reached us that England as well as France is considering the prohibition of clover seed exportations. Altho this information comes from a reliable source we are now endeavoring to get it confirmed by cable. The demand for alfalfa is extremely heavy and market very firm. There have been quite heavy arrivals of crimson clover lately and the demand being very light prices are declining. Reports on red clover which reach us from various friends out West are very unfavorable and this with the probability of no imports should cause higher prices.—Loewith, Larsen & Co.

CLOVER GROWING for seed is greatly increasing in western Oregon. Last year the crop of clover seed amounted to over 2,000,000 pounds and would have exceeded even this amount this season had it not been for the damage from clover midge and the clover root borer. A larger acreage was planted this year and a large part of this has been allowed to mature too much for hay and is of little use for seed. The damage seems to affect fields only a few miles apart in a very different way, some being practically ruined and others very productive. Linn County, which is the heaviest seed producer of the state, will not yield more than half of last season's crop according to seed men.—The Agricultural Outlook.

Stocks of clover in Toledo Sept. 1 were much larger than last year 6,951 bags; against 1,115 bags. Alsike 6,630; against practically nothing a year ago. Timothy 7,836; compared with 10,700 bags in 1913. Clover stocks will soon begin to accumulate. How fast, is the big question. Moderate receipts are expected this fall, on the basis of short crop expectations, though prices should look very attractive to growers. Last season much of the seed was carried through the winter for better prices in the spring. The week's receipts of clover were rather light at 820 bags. They should increase during the balance of the month. Last year the excess of receipts over shipments for the month was 5,400 bags. A good demand for clover appears below \$11. The market has not stayed below that point for more than a few days at a time. The general character of news is not calculated to help the bear side. The best help that could come would be in the way of big arrivals. But can these be produced? Not unless the yield turns out very different from advance indications.—Southworth & Co.

THE INFLUENCE OF SEED CORN WEEK in Minnesota during the past 4 years has done much to place that state in second place as a corn producer, which distinction it attained last year. Seed is the most important factor in the production of this cereal in that state because varieties must be planted that will mature in from 100 to 120 days. As the result of publicity directed by the Minnesota College of Agriculture the production per acre has been raised from 28.8 bus. to 35.1 bus. Those in the work believe that the yield can still be increased and advise farmers to go thru their fields about once a week and select the best ears for seed for the coming year. Bulletin No. 9, free to those who write for it to the Agricultural Extension Division, University Farm, St. Paul, explains the method of selecting seed. Seed Corn Week this year has been set for the week of Sept. 14 to 19.

From the Seed Trade.

LOUISVILLE, KY., Sept. 5.—Very little clover seed is raised in this section and this year there will not be any. We had a very severe drought, which has destroyed most of the clover. No timothy grown here either as we are producers only of blue grass and orchard grass in the field seed line. Orchard grass is a very short crop, whereas Kentucky blue is a very good one. The quality of the orchard grass is only fair whereas the blue grass is excellent.—Wood, Stubbs & Co.

BEATRICE, NEB., Sept. 4.—The past summer has been very dry in this locality and the clover crop is very short and we do not know of any clover which has been threshed here this season, as most of the clover fields have all dried out. Timothy seed has made a very good yield and there has been more seed threshed in this locality than there has been for several years. Alfalfa will also make a very good crop of seed. There has not been a very large acreage of alfalfa, grass and clover seed sown in this locality this season as the weather has been too dry for profitable sowing. Very little old seed is left in the hands of the farmers in this locality. Still some 1913 crop of alfalfa seed here, but it is getting scarce.—German Nurseries & Seed House.

Seed Movement at Chicago.

During the week ending Sept. 5, Chicago received and shipped the following amounts of seeds, stated in pounds, compared with the corresponding week of last year:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Timothy seed...	3,033,000	1,804,000	622,000	470,000
Clover	124,000	19,000	32,000	38,000
Other grasses...	1,087,000	165,000	680,000	361,000
Flaxseed (bus.)..	7,000	6,000	2,000	.....

Seed Movement at Toledo.

Receipts and shipments of seeds for the week ending Sept. 5, compared with the corresponding week of last year were, in bags, as follows:

	Receipts.		Shipments.	
	Clover.	Alsike, Timothy.	Clover.	Alsike, Timothy.
This week	820	65	1,022	837
Last week	1,090	189	.....	.....
A year ago	1,741	64	929	.....
This week	30	27	294	.....
Last week .....	.....	.....	.....	.....
A year ago .....	.....	.....	.....	.....

BELGIUM'S annual wheat consumption amounts approximately to 62,000,000 bus. Her total importations for last year were 69,150,000 bus.

Crop Improvement.

THE HIGHEST scoring ear of corn will win for its producer a \$10 prize at the Corn School and Farm Products show to be held this fall at La Grange, Ind. The prize is being offered by Claude P. Wykes, of Wykes & Co., Grand Rapids, Mich.

THE TREATMENT of smut in wheat is being taken up by the Rogerville Mill Co., of Rogerville, Tenn. The company has bot a large quantity of formaldehyde and sent an invitation to all farmers in their vicinity to bring in their wheat for treatment.

THE MINNESOTA CROP IMPROVEMENT Ass'n has been formed to succeed the Minnesota Field Crop Breeders Ass'n. Prof. C. P. Bull, who was sec'y of the old organization, will be the sec'y of the new one. The state organization has done a great deal of good toward crop improvement mainly thru the distribution of pure bred seeds.

THE IMPROVEMENT of the corn crop is the latest field of endeavor attempted by the Crop Improvement Com'te, Council of Grain Exchanges. As in other campaigns carried on by the com'te, a large poster has been compiled and is being sent out to all grain men and others interested in the work. The most stress is laid upon the selection and testing of the seed corn which if carried out judiciously will result in an increased average yield per acre of from 20 to 30 per cent. The posters are being sent free to every one who makes application for them in small quantities and at a cost of 1/2c each in large quantities.

SELECTION of seed corn, in order to make it mature earlier and thus avoid frosts of the fall should be made in August and September. The grower should begin in these months to go thru his field frequently and mark those ears best formed and with the husks beginning to dry. Care should be taken in the selection of the parent stalks too, strong, sturdy stalks short between the joints, with well supported brace roots and ears hanging on the stem being best. The ears should grow from 3 1/2 to 4 feet from the ground. Care in this regard will, within a few years, result in an earlier maturing and better quality of corn.

THE DEMONSTRATION of the new federal corn grades by the State Grain Inspection Department under the direction of Edward J. Costello was made to several thousand farmers, grain growers and others at Olney, Ill., on Sept. 3 and 4. The occasion for the demonstration was the Richland County Fair. The department took its own scales, sieves and samples and not only instructed those interested, but had them actually perform the work for themselves. Addresses were also given the students and teachers of the township high schools. While at the fair over 500 books on the rules for grading grains of all kinds were distributed. The headquarters for the department were in a tent at the fair grounds.

Flaxseed Movement in August.

Receipts and shipments of flaxseed at the various markets during August, 1914, compared with August, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Minneapolis	116,950	280,840	6,330	53,890
Duluth	92,051	586,157	471,293	1,329,364
Chicago	29,000	240,000	4,000	3,000
Milwaukee	15,730	10,800	.....	.....
Kansas City	8,000	14,000	10,000	4,000

SUGGEST to your neighborhood newspapers that they advocate big acreage of winter wheat this fall. Europe will be short. War there will curtail crops. Our Southwest can hardly duplicate the enormous yield of this season. There was no material increase near here. Do it now. Help farmers. Help yourselves.—Frank I. King, Toledo, O.

THE "GRAIN SCHOOLS," inaugurated by the Illinois Grain Dealers Ass'n, will be held next at Bloomington and Peoria, Ill., at the former place on Sept. 12, and at the latter place on Sept. 16. The previous meeting held at Decatur on Aug. 11 attracted about 250 grainmen, bankers, and farmers and it is thot that an even larger number will be present this time. Both meetings will be held at 7:30 in the evening, tho as yet the speakers have not been announced, nor the subject to be given especial attention.

Michigan's Bean Crop.

BEAVERTON, MICH., Aug. 26.—Bean crop is average.—R. Ross.

JACKSON, MICH., Aug. 26.—Beans are looking fine.—R. Z. Allen.

ST. JOHN, MICH., Aug. 26.—The bean crop is fair.—Geo. F. Diamond.

DAVISON, MICH., Aug. 26.—Beans are showing good prospects.—I. J. Berry.

OWOSSO, MICH., Aug. 26.—The bean crop is looking good.—Harry A. Northway.

GRAND RAPIDS, MICH., Aug. 26.—Beans are an average crop with an increased acreage.—E. L. Wellman.

MCBAIN, MICH., Aug. 26.—Beans here hurt by wet weather. Yield will be way below normal.—A. E. Schepers.

FOSTORIA, MICH., Aug. 26.—Beans in this vicinity are badly damaged. Acreage about 1/2 average.—C. A. Manchester.

IMLAY CITY, MICH., Aug. 26.—Beans are a fair yield tho are infected somewhat with anthracnose.—Lewie Steele.

SHEPHERD, MICH., Aug. 26.—The bean crop promises only about 1/2 crop. Excessive rain has done considerable damage.—W. L. Dibble.

NORTH BRANCH, MICH., Aug. 26.—The prospects for an average bean crop are poor. Wet weather has done much damage.—George Kelley.

A CARGO of 200,000 bus. of Argentine corn which arrived at Galveston recently was so badly spoiled that it could only be used for fertilizer.

A CARGO of 7,000 tons of corn from Argentine was received at Seattle, Wash., Aug. 29. The rate on the corn was \$4 per ton as against the freight rate by rail of \$10 from the Mississippi Valley to Puget Sound.

A SHIPMENT of 25,000 sacks of Argentine corn was received at Jacksonville, Fla., Aug. 23. While hot, it showed little or no damage and tested only 17 1/2 per cent moisture. It was transferred from ship to cars.

CORN is arriving in Great Britain from Argentina in considerable quantities but is of an unsatisfactory quality. The outlook for wheat in Argentina is favorable, tho the monetary condition is against shipments.

ITALY'S corn crop for this season is officially estimated at 101,516,000 bus.; against 94,000,000 bus. last year. The minimum amount of her importation of grain during this year will be 40,000,000 bus., tho her crops are good.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

P. C. C. & St. L. Ry. in list 19 gives freight tariff publications by the P. C. C. & St. L. Ry. Issued Aug. 1.

W. H. Hosmer in a special supplement to circular 1-K gives rules, regulations and exceptions to classifications, effective Oct. 1.

C. B. & Q. in Sup. 11 to G. F. O. 3662-E and 186-D issued a circular governing traffic regulations of grain and seeds effective Oct. 1.

Erie in Sup. 21 to A4366 quotes rates on grain and grain products from C. & E., Lorain A. & S., and its stations; to points in C. F. A. territory, effective Sept. 12.

M. St. P. & S. S. M. in 18527 quotes a proportional rate of 20c on wheat and buckwheat from Minneapolis and St. Paul, Minn.; to Memphis, Tenn., effective Sept. 30.

K. C. Sou. in 46F quotes rates on grain and grain products between stations in Ia., Kan., Mo., Neb., and Mo. River Ry. stations; and Ark., Mo. and Okla. points, effective Sept. 28.

Grand Trunk in Sup. 26 to W333 quotes rates on grain and grain products from its stations and connections to New England, eastern, Canadian and Newfoundland points, effective Sept. 21.

C. M. & St. P. in 7452D quotes rates on wheat, corn, rye, oats and barley from its stations in Ill. and Ia.; to Indianapolis, Jeffersonville, New Albany, Ind.; Cincinnati, O., and Louisville, Ky., effective Oct. 1.

Can. Pac. in Sup. 4 to E2316 quotes ex-lake rates on wheat, oats and barley from Detroit, Mich., and points in Ontario; to its stations and connections; also when milled in transit and reshipped, effective Sept. 21.

Colo. & Sou. quotes a rate of 40c on flaxseed from Silver Crown, Islay, Horse Creek, Altus, Iron Mountain, Bradleys, Quarry Spur, Underwood, Jordan, Chugwater, Wheatland, Diamond, Gibsons Spur and Bordeaux; from Fredonia, Kan., effective Sept. 23.

C. & N. W. in a new grain tariff reduces rates from approximately 45 stations west of Sleepy Eye, Minn., to Milwaukee, Wis., and advances the rates from 11 stations in eastern Minnesota. The reduction is from $\frac{1}{2}$ to 1c per 100 pounds and the increase the same.

Santa Fe quotes the following rates on linseed meal and cake; 12c from Fredonia, Kan.; to Elwood, Wathena, Blairs, Appleton, Moray, Troy, Ratcliffe, Kan., and stations taking same rates; 14c to Price; 15c to Oneida, and 16c to Seneca, Barleyville, Axtell, Kan., effective Sept. 20.

Can. Pac. in E2480 quotes a rate of 8c on wheat, $7\frac{1}{2}$ c on corn, $6\frac{1}{2}$ c on barley and $4\frac{1}{2}$ c on oats from Detroit, Mich.; to Boston, Mass., and stations taking same rate; also same rates to Boston, Mass., via N. Y. N. H. & H. Ry.; from Hartford, Conn. and Providence, R. I., effective Sept. 21.

L. A. Lowry in Sup. 15 to 20-E gives local and joint tariff of terminal charges, rules and regulations from or to points within the Chicago district on outbound and inbound freight also rules governing intermediate service on freight passing thru the Chicago district, effective Oct. 1.

C. B. & Q. in Sup. 4 to G. F. O. 1362-1 suspends rates on grain and grain products until Jan. 30, 1915, on both state and interstate traffic, by order of the Interstate Commerce Commission and the Illinois Public Utilities Commission. The rate was previously suspended till July 30 on interstate and July 24 on state traffic.

C. B. & Q. in Sup. 10 to G. F. O. 1117-F suspends lake and rail rates on class and commodity freight from stations on the C. B. & Q. Ry. and east of the Mississippi River, also from stations on the P. Ry. T. Co., and the P. & P. U. Ry. to the Atlantic seaboard and interior points, Buffalo, N. Y., and Erie, Pa., until Jan. 30, 1915.

Great Nor. quotes a rate of 24.45c on millet seed from Kansas City, Mo.; to Breckenridge, Minn.; 26.25c to Wahpeton and Fargo, N. D.; 25.75c to Morehead, Minn.; also a rate of 23.45c from Omaha, Neb.; to Breckenridge, Minn.; 24.75c to Moorhead, Minn., and Fargo, N. D.; and 25.25c to Wahpeton, N. D., effective Sept. 20.

Lehigh Valley quotes an ex-lake export rate of $5\frac{1}{2}$ c on wheat, $5\frac{1}{4}$ c on rye, $4\frac{1}{2}$ c on corn and barley and 3.70c on oats from Buffalo, N. Y.; to New York, N. Y.; and 5.20c on wheat and flaxseed, 4.95c on rye, 4.45c on corn, 4.55c on barley, 3.50c on oats from Buffalo, N. Y., to Port Richmond and Philadelphia, Pa., effective Aug. 24.

Leland, agt. C. B. & Q., M. P., and other lines quotes an export rate of 30c from East St. Louis, Ill., Elwood, Leavenworth, Kansas City, Kan., St. Joseph and St. Louis, Mo.; to Brownsville, Eagle Pass, El Paso and Laredo, Tex.; and 34c from Council Bluffs, Ia., Omaha and Nebraska City, Neb.; to same points, effective Sept. 25.

C. R. I. & P. in a special supplement to 19687-G quotes joint and proportional rates on grain, grain products, seeds, hay and broom corn from Missouri River stations and other stations in Ill., Ia., Minn. and S. D., on the C. R. I. & P. Ry. to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss. and Tenn., effective Oct. 1.

Can. Pac. in E2481 quotes a rate of $7\frac{1}{2}$ c on wheat, 7c on corn, 6c on barley and 4c on oats from Goderich and Port McNicoll, Ont.; to Boston, Mass. and stations taking same rates; also 8c on wheat, $7\frac{1}{2}$ c on corn, $6\frac{1}{2}$ c on barley and $4\frac{1}{2}$ c on oats to Boston, Mass., via N. Y. N. H. & H. Ry.; from Hartford, Conn., and Providence, R. I., effective Sept. 21.

Fonda, agt. for Texas Lines Tariff Com'te quotes the following rates via shipside New Orleans and Westwego, La.: on imported corn 18 $\frac{1}{2}$ c to Dallas; 19c to Ft. Worth; 17 $\frac{1}{2}$ c to Longview and Longview Jctn.; 18c to Mineola, Tex.; on imported wheat 21 $\frac{1}{2}$ c to Dallas; 22c to Ft. Worth; 20 $\frac{1}{2}$ c to Longview and Longview Jctn.; and 21c to Mineola, Tex., effective Sept. 16.

C. I. & L. in Sup. 7 to 439-G quotes local and proportional rates on grain, grain products and by products of corn and malt from Chicago and Englewood, Ill., Hammond, Ind., Hegewisch, Pullman Junction and South Deering, Ill. (originating locally or when from territory beyond) to stations on the C. I. & L. Ry., effective on interstate traffic, Sept. 12 and on intrastate traffic, Aug. 22.

C. B. & Q. in Sup. 5 to G. F. O. 1362-I quotes rates on grain, grain products and seeds between St. Paul, Minneapolis, Duluth, Stillwater, and Winona, Minn., and La Crosse, Wis., and stations in Ill., Ind., Ky., the west bank Mississippi River points (Dubuque, Ia., to St. Louis, Mo., inclusive), also Green Bay, Kewaunee, Wis., and also points east of the Illinois-Indiana state line or south of the Ohio River, effective Sept. 25.

Can. Pac. quotes a rate of 8c on wheat, $7\frac{1}{2}$ c on corn, $6\frac{1}{2}$ c on barley and $4\frac{1}{2}$ c on oats from Detroit, Mich.; to Boston, Mass., Providence, R. I., Hartford, Conn., and stations taking same rates; also same rates from Goderich and Port McNicoll, Ont.; to Boston, Mass. (via N. Y. N. H. & H. Ry.), Providence, R. I., Hartford, Conn., and stations taking same rates; also an ex-lake rate of $7\frac{1}{2}$ c on wheat; 7c on corn; 6c on barley, and 4c on oats from Goderich and Port McNicoll, Ont.; to Boston, Mass., and stations taking same rates as E-974, effective Sept. 21.

C. B. & Q. in a special supplement names commodity carload rates on grain in connection with the lines east of the Missouri River and joint rates in connection with the F. & I. U. Ry., effective Aug. 16. The rates are as follows: wheat, corn, rye, and barley from Kentland, Lisbon Center, Central and Saratoga, Ill., to Chicago, Ill., $5\frac{1}{2}$ c per 100 lbs. Freight transported under this tariff, in addition to rates and rules provided for herein, will be subject to current rules and regulations of participating carriers lawfully on file with State Commission, relating to car linings or grain doors, car service or demurrage, mileage and rentals for private cars, loading and unloading, reconsignment, switching, weighing and inspection, or other transit or terminal privileges or requirements which in any way increase or decrease the value of the service to the shipper.

Grand Trunk quotes an ex-lake rate of 8c on wheat, $7\frac{1}{2}$ c on corn, $6\frac{1}{2}$ c on barley, and $4\frac{1}{2}$ c on oats from Detroit, Mich.; to Boston, Mass., and stations taking same rates; (advances on rates on corn, barley and oats N. Y. N. H. & H. delivery via other roads) to Swanton, Alburgh Springs and Jctn., Vt.; also same rates from Collingwood, Depot Harbor, Port Colborne, Midland, Goderich, Tiffin, Ont., and Port Huron, Mich.; to Boston, Mass., and stations taking same rates (N. Y. N. H. & H. delivery); $7\frac{1}{2}$ c on wheat, 7c on corn, 6c on barley and 4c on oats (other railroad delivery); same rates to Swanton, Alburgh springs and Jctn., Vt.; same rates to Auckland, St. Malo, Everett's, Cookshire Jctn., Marbleton and other points in Quebec; also an export rate of $5\frac{1}{2}$ c on wheat and flaxseed, $5\frac{1}{4}$ c on rye, $4\frac{1}{2}$ c on barley and corn and 3.70c on oats from Collingwood, Kingston, Goderich, Depot Harbor, Midland, Port Colborne, Tiffin, Ont., and Port Huron, Mich.; to Boston, Mass., and stations taking same rates; and same rates (ex-lake) from Detroit, Mich.; to Portland, Me., effective Sept. 24.



Indiana Dealers at Lake Maxinkuckee Sept. 5-7.
[For description see pages 388-390.]

A. T. & S. F. in Sup. 16 to 5588-J quotes rates on grain and grain products between points in Kan., Colo., Mo., Okla., also Superior, Neb., and Kansas City and St. Joseph, Mo., Atchison and Leavenworth, Kan., Chicago and Peoria, Ill., and Mississippi River points, also a basis for making thru rates to and from Omaha, South Omaha, and Lincoln, Neb., Council Bluffs and Sioux City, Ia.; also distance rates between stations in Kansas, stations in Okla. and stations in Kan., also Superior, Neb., effective Oct. 10.

C. & N. W. quotes a rate of 15c on wheat and flaxseed and 14½c on corn, oats, rye and barley between Scarville, Dolliver and Ledyard, Ia.; and Green Bay, Wis.; 20c on wheat and 19½c on corn, oats, rye and barley between same points, and Marinette, Wis.; 17½c on wheat and 17c on corn, oats, rye and barley, between same points; and Rhinelander, Wis.; 22½c on wheat and 22c on corn, oats, rye and barley between same points and Michigamme, Mich.; 26½c on wheat and 26c on corn, oats, rye and barley between same points; and Marquette, Mich.; also a rate of 11.2c on wheat and 11c on corn, oats, rye and barley between Winona, Minn.; and Scarville, Ia.; 11c on wheat and 10.2c on corn, oats, rye and barley between Winona, Minn., and Ledyard, Ia.; and 10.7c on wheat and 9.9c on corn, oats, rye and barley, between Winona, Minn., and Dolliver, Ia., effective Sept. 17.

C. & N. W. has changed its rates on grain from stations in Minnesota to Chicago and Milwaukee as the result of an order made by the Minnesota Railroad Commission. The tariff will become effective Sept. 17 and except from stations east of Rochester makes an advance in all the rates to offset those of the C. G. W. R. R. The new rates in cents per hundred pounds are, on wheat and coarse grain, from Minnesota City, 13.13; Stockton, 14.13.5; Lewiston, Utica and St. Charles, 15.14; Dover, 15.14; Eyota and Chester, 15.14; Judson, 15.9.15.3; Cambridge, 16.1; 15.5; New Ulm, 16.3, 15.8; Essig, 16.2, 15.8; Sleepy Eye, 16.7, 16.1; Cobden, 16.8, 16.2; Springfield, 16.9, 16.3; Sanborn, 17.16.4; Lamberton, 17.1, 16.5; Oshawa, 15.7, 15.1; Nicollet, 15.9, 15.3; Courtland, 16.7, 15.5; Evan, 16.8, 16.2; Morgan, 16.9, 16.3; Gilfillan, 17.16.3; Redwood Falls, 17.1, 16.5; Wayburn, 16.9, 16.3; Clements, 17.16.3; Rowena, 17.16.4; Wabasso, 17.1, 16.5; Lucan, 17.3, 16.6; Milroy, 17.3, 16.7; Revere, 17.2, 16.5; Walnut Grove, 17.3, 16.6; Tracy and Amiret, 17.5, 16.8; Heckman, 17.6, 17; Marshall, 17.5, 16.8; Ghent, 17.6, 17; Minneota, 17.8, 17.1; Taunton, 17.9, 17.2; Porter, 18.17.2; Canby, 18.1, 17.3; Burr, 18.2, 17.4; Planks, Chatfield, Doty, Viola, Elgin and Plainview, 15.14; Traverse, 15.5, 15; Dudley, 17.5, 16.8; Wanda, 17.1, 16.5; Seaforth, 17.2, 16.5; Vesta, 17.3, 16.6; Garvin, 17.5, 16.8; Balaton, 17.6, 17; Burchard, 17.8, 17.1; Tyler, 17.9, 17.2; Lake Benton, 18.1, 17.3; Verdi, 18.2, 17.4; Arco, 18.1, 17.3; Ivanhoe, 18.2, 17.4; and Hendricks, Minn., 18.3, 17.5.

GLUCOSE sales are the largest in the history of the Corn Products Co.



"Our Bill" and some of the Indiana Dealers at Lake Maxinkuckee just before the Diving Contest.

Indiana Dealers Outing.

The summer outing of the Indiana Grain Dealers Ass'n was held at Lake Maxinkuckee Sept. 5, 6 and 7.

Sec'y Riley was on duty Friday evening, Sept. 4, but received the sad news that his sister had died and so was compelled to leave at once.

Pres. H. H. Deam took charge of everything and succeeded admirably in making everybody feel at home.

A telegram of sympathy and a floral offering were sent to Mr. Riley.

The meeting was in the nature of a family gathering and was much enjoyed by all. The sentiment was expressed that next year the annual June meeting should be held at Lake Maxinkuckee.

Saturday morning: The early arrivals got their pictures taken in many different poses and then all took a ride in a launch. H. H. Deam was pilot. Somebody said he wanted to dodge the "conductor." Chas. McEwan rang up to two fares and wanted Mr. Deam to pay double for rocking the boat.

Saturday afternoon: Trains were met and the newcomers were urged to join the crowd at the Lake View. Games, horseshoe pitching and tennis were much enjoyed.

Saturday evening: Dancing was the order of the evening. The Lake View Hotel proprietors furnished the music. J. P. Shoemaker, Daleville, added much to the pleasure of those present by giving four readings.

Sunday morning: Thru the courtesy of Capt. Fleet the visitors were permitted to see the buildings and grounds of Culver Military Academy.

Sunday afternoon: A number of new arrivals were made welcome and at 2:30 three boat loads of grain dealers and friends were given a trip around the lake thru the kindness of the authorities of Culver Military Academy.

Sunday evening: Capt. Witt took a crew of 15 on a cruise of discovery. He received five wireless messages from the Kaiser.

Chas. McEwan and E. K. Shepperd contracted for the delivery of 40 lbs. of fish for breakfast Monday morning, so arose at 4 a. m. They had no hook or line, but they did have a box of grasshoppers. They got started two hours later and defaulted in their contract. Time was extended. Contract was canceled. No money changed hands.

Mrs. Eva Hill, LaFayette, gave pleasing vocal and piano numbers.

Monday morning: Fishing and horseshoes were the order of the morning. Many of the dealers were leaving.

Monday afternoon: The exodus of vis-



Dealers at Lake Maxinkuckee.

itors was completed. Everybody enjoyed the meeting and many friendships were formed and acquaintances renewed.

CONVENTION NOTES.

C. M. Barlow slept in his clothes to keep J. J. Batchelor from stealing them.

C. M. Barlow and J. J. Batchelor were near champions at horseshoes. They won 3 games out of 10.

Chas. Ashpaugh and A. B. Cohee were locked up. Somebody had fish were so plentiful that one had to get behind a tree to bait his hook. C. B. Jenkins was out Monday morning to find the spot. He is still looking.

J. P. Shoemaker said there was one spot in the lake where fish were so plentiful that one had to get behind a tree to bait his hook. C. B. Jenkins was out Monday morning to find the spot. He is still looking.

The following came in autos in parties as follows: J. J. Batchelor, A. E. Batchelor and C. M. Barlow, Sharpville; Mr. and Mrs. A. B. Cohee and daughter and Mrs. Chas. Ashpaugh, Frankfort; John S. Hazelrigg and family, Cambridge City; H. H. Deam and family, Bluffton; C. H. Johnston, LaPorte; Mr. and Mrs. Frank Witt, Indianapolis; Mr. and Mrs. Frank Kelley and friends, LaFayette; Mr. and Mrs. L. M. Smith, and Mr. Brown, Chicago; J. T. Higgins and family, LaFayette; Mr. and Mrs. C. A. Stevenson, Frankfort; Geo. L. Stebbins and family, Chicago; F. J. Baird, Kewanee; Chas. Jenkins and family, Noblesville; Mr. and Mrs. E. B. Milner, Plymouth, Mr. and Mrs. C. H. Grube, Plymouth.

Among others in attendance were Walter Kemp, repta. Urmston-Harting Grain Co., Indianapolis; Mr. and Mrs. E. Reveal, Max; C. H. Johnston, Pinola; Mr. and Mrs. Fred Fox, Tip-ton; Wm. Frank, Frankfort; Mr. and Mrs. Chas. Sharp and son, McGrawsville; C. M. Barlow, Kokomo; Cloyd Loughrey, Monticello; J. F. Good, Warren; Jos. T. Gehring, Indianapolis; Chas. McEwan, Indianapolis; Mr. and Mrs. E. K. Shepherd and son Edwin, Indianapolis; Mr. and Mrs. Frank Witt, Indianapolis; Mr. and Mrs. Otto Waitzmann, Chicago; Mr. and Mrs. Frank Kelley, Mrs. Eva Hill, Fred Heinmiller, LaFayette; Mr. and Mrs. J. B. Shoemaker, Daleville; Mr. and Mrs. Chas. Ashpaugh and daughter, Frankfort; Mr. and Mrs. A. E. Betts, Frankfort.

Michigan Hay and Grain Dealers Meet.

The Michigan Hay and Grain Dealers Ass'n met at Saginaw, Mich., Aug. 26, for an informal meeting, and changed its name after considerable discussion to the Michigan Hay and Grain Ass'n.

The convention was called to order by Frank E. Nowlin of Albion, at 2:20. In a few remarks he made clear that the object of the meeting was primarily to get together and not to follow out any set program.

Sec'y John C. Graham, Jackson, Mich., in making his report, said: Last winter at the meeting of the directors of this ass'n when I was made sec'y everything seemed pretty much gone to pieces. The ass'n was \$300 in debt and the interest was at about as low an ebb as it possibly could be. I really haven't any report to make, as I was simply put into this position to stop the leak in its finances. So far I have worked without salary in an endeavor to resuscitate the organization. I think now we are going to have an organization that will grow to influence.

Pres. Nowlin: Like Mr. Graham, I have very little to report. Things have been in a demoralized condition for months, in fact since the meeting at Flint last year. We have simply been trying to accomplish something and have kept plugging to keep out of debt. Right now the prospects are brighter than they have been at any previous time since our administration began.

Albert Todd, Owosso, made an oral report of the finances of the ass'n. He said: The Ass'n now has \$101.33 in the bank despite the fact that not long ago it was approximately \$300.00 behind. Against this amount there is little indebtedness. The deficit was made up by a special assessment levied on the members. Our finances are now on a sound basis and I think that the ass'n will grow to a position of influence. Personally, I think that such an organization as we can, and as I believe we will have, is more beneficial than a national organization.

Sec'y Graham read the names of those who had contributed in the special assessment. The majority of these were grain firms or those who handled both grain and hay.

The nominating com'te, composed of W. I. Biles, Saginaw, R. Z. Allen, Jackson, and Harry A. Northway, Owosso, recommended the following members for office during the ensuing year: Frank L. Young, Lansing, pres.; W. J. Sturgis, Flint, vice-pres.; Arthur Todd, Owosso, treas.; J. C. Graham, Jackson, sec'y; and Tracy Hubbard, Birch Run, E. L. Wellman, Grand Rapids, John C. McLaren, Plymouth, J. E. Nowlin, Albion, and H. E. Chatterton, Mount Pleasant, directors. The report was accepted without any radical dissension.

E. C. Forest, Saginaw: Gentlemen, I think if I remember rightly that the old bylaws adopted two years ago admitted to the organization hay, grain, bean and potato dealers. I think that this is too broad. The organization after its experience of the past year ought to start right and I think that it can do this by making the ass'n the Michigan Hay Ass'n. I do not mean to exclude the other shippers altogether, but feel that in order that we may get on our feet we will have to make our organization stand for some one thing.

Pres. Nowlin: Personally, I think that the stand taken by Mr. Forest is a mistaken one. The dealers of this state pretty generally handle all kinds of produce. I think that the ass'n should stand for all the shippers.

E. C. Forest: There are at least 20 eastern receivers here today and not many more shippers. Such a condition is not right, gentlemen. It's not right to the receivers who have made expensive trips to come out here to be greeted in this manner. There ought to be enough shippers to compensate them for their time and trouble of coming here. All would be benefited if this was the case. We can only make this condition exist by standing for some definite thing and then working together for that end.

Pres. F. L. Young upon taking the chair: I certainly appreciate the honor that this body has conferred on me and will do everything to make you feel justified in your choice. In regard to our name and object for existence I perhaps have a little different view. In this state are a large number of shippers and we ought to have a strong organization. For the past condition of our ass'n, there are a number of reasons that have contributed to failure. With the shippers during the past year or so business has been none too good and this in turn has reacted on our organization. It is a queer coincidence, however, that the men who have put the most into this work are the ones who have been most interested. Still, nothing can be accomplished without members. Personally I think that Michigan shippers should make money now and I think they ought to then work together.

George F. Diamond, St. John: Mr. President, I move that the name of this ass'n be changed to the Michigan Hay Ass'n so that it will only concern the hay interests.

C. A. Coleman, Lyons, N. Y.: I don't want to presume to offer the N. Y. organization as a model, but we have found it worked all right to be known as a hay ass'n, the other produce is handled by our members.

Treas. Todd: I think that for our purposes it is best to have the name stay as it is. An exclusive hay ass'n would not be so strong.

E. C. Forest: Gentlemen, my idea is not to attach so much importance to the name as to put the ass'n on a sound basis and correct the mistake we have made.

Pres. Young: In my mind there is the question as to whether we are not under some obligations to the grain men. I note that among the list of those who contributed to make up last year's deficit these men were most prominent. The question arises, "Should we assume this obligation?"

Willis E. Sheldon, Jackson: What objection have the shippers to grain men being members of this body?

T. J. Hubbard, Birch Run: I move that the motion before the meeting be amended to read the Michigan Hay and Grain Ass'n. I think that to eliminate discord the name should be left essentially as it is.

H. M. Strauss, Cleveland, O.: I think that it is a mistake to change the name.

Upon a second the amendment was put to a vote and carried.

E. C. Forest: I move that the pres. appoint a com'te of five to revise the old bylaws and constitution.

The motion carried.

D. S. Wright, Weedsport, N. Y.: Some time ago the condition of our organization was as perplexing as it has been with yours in Michigan. We came out alright and think there is every reason that you should. In regard to the Hay condition in New York I will say that the crop this year is inferior to that of last. Still the buyers are paying extreme prices and are buying to hold.

F. M. Williams, New York City: I attended the National Hay Ass'n convention at Cedar Point last month and later was asked to make a report of this trip and some other travel over Ohio, showing prices and crop conditions. I did this and sent it out in the form of a bulletin to shippers generally. I look for better conditions in the near future.

W. A. Cutler, Adrian, Mich.: In southern Michigan there is one of the largest crops that has been raised in the last ten years. The territory is in good shape so far as the markets are concerned. The farmers have kept their heads. They have been selling freely and holding grain. The grain excitement I believe is the cause of this and has done a great deal to make everything so satisfactory with hay market.

After a short discussion it was decided to hold a midwinter meeting of the organization. The time and place of this convention is to be chosen by the com'te on place later. W. A. Bunting, Jackson, moved that a vice-pres. be appointed for each county to work for new members and create interest generally. His motion was adopted.

Pres. Young then closed the convention with a short, snappy talk, pleading for the hearty co-operation of all the members in boosting the enrollment. The response to his appeal was unanimous.

After the appointment of the following com'tes the meeting adjourned till evening, when the banquet was held: Constitution and By Laws, Sam Kirby, Tracy Hubbard, F. A. Kinde, George Diamond, and C. R. Huston; Transportation Com'te, Tracy Hubbard, W. H. Sturgis, and W. I. Biles; Arbitration com'te, W. A. Daily, W. J. Dibble, J. W. Marks, and Com'te on Place, W. A. Cutler, A. L. Steele, and E. W. Potter.

THE BANQUET.

About 40 of the members in attendance gathered around the festive board for a pleasant feast and some enthusiastic talks. The banquet began promptly at 7:30. F. L. Wellman acted as toastmaster. F. E. Nowlin, ex-pres. of the ass'n was called upon for the first response.

F. M. Williams: Mr. Toastmaster and gentlemen. I think that the Michigan Hay and Grain Ass'n can be one of the best in the United States, and it ought to be. Tho not a resident of this section, I will do everything in my power to help build it up. We now have a good organization in New York, tho at one time it was down like yours has been. You have the good foundation for an ass'n that will be beneficial to all its members. I think that the retiring president is deserving of much credit. I can speak for a part of the New York receivers when I assure you that they will help to put your organization on its feet and to make it one of the best in the country.

J. F. Bales: I assure you that I will do anything to help this ass'n.

Tracy Hubbard: I think that we can make the membership of the ass'n 250 if we work together. I think the county representative idea a good one, and hope that each member will bring in at least two new members before the midyear meeting.

Fred Layton: I didn't expect to be called upon and don't know that I have anything to add to what has already been said. There is a phase, however, that strikes me as important. I would like to see the small shipper of the state made a member. As it is now he seems to think that the big fellows rule. This I believe would go a long way in eliminating jeal-

ousy, as would the association of one dealer with another. Such action would make the business of all better and make the ass'n one of country shippers as well as jobbers.

Both Messrs. Young and Graham voiced their appreciation of the promised support of members and promised in return their best services. Mr. Young followed out the idea advanced by Mr. Layton in that a great deal of good would result from each shipper knowing his competitor. He contended also that the members could make the ass'n just what they wanted to and ended by asking for a rising vote of those who would promise to bring in new members.

A. T. Ferrell responded to a toast in his usual happy way. Others on the program were Willis Shelden, George Diamond, L. H. Mulve, and W. L. Dibble.

CONVENTION NOTES.

None of the shippers' wives were in attendance.

H. M. Strauss & Co., Cleveland, passed out pencils.

R. W. Baker, Crawfordsville, Ind., was the sole representative from his state.

J. W. MacKenzie, of Fall River, Mass., was meeting the hay men in attendance.

A. T. Ferrell, A. T. Ferrell & Co., was the busiest handshaker and entertainer at the convention.

A closed meeting of the directors of the ass'n was held in the hotel headquarters on the morning of the 26th.

E. H. Beer, of Chas. England & Co., Baltimore, Md., told of the advantages of shipping produce to the Maryland port.

The officers of the ass'n feel highly elated at the attendance and interest shown in the meeting considering that the notices for it were sent out late.

F. M. Williams, C. A. Coleman and D. S. Wright composed the delegation that attended from New York state. The latter two are pres., and ex-pres., of the New York Hay Ass'n.

Some of the dealers can vouch that olives and pickles rightly directed across the room are a good means of creating some merriment and noise at a banquet.

The Ohio representatives that were soliciting business were, F. W. Camper, Toledo; J. F. Bales, Circleville; J. G. Franghiadi, Toledo; Earl Root, Cincinnati; H. M. Strauss, H. M. Strauss & Co., Cleveland; Wm. Zang, Goeman Grain Co., Mansfield.

The Michigan shippers and receivers in attendance were, R. Z. Allen, Jackson; J. J. Berry, Davison; W. I. Biles, Saginaw; Jas. H. Billington, Millington; W. A. Bunting, Jackson; O. F. Chatterton, Mount Pleasant; L. A. Cline, Montrose; W. J. Connor, Saginaw; J. M. Coup, Saginaw; D. J. Crowin, Valley Center; W. H. Crown, Brown City; W. A. Cutler, Adrian; W. A. Daily, Saginaw; George F. Diamond, St. Johns; W. L. Dibble, Shepherd; E. C. Forest, Saginaw; John C. Graham, Jackson; Chas. Harpham, Vassar; T. J. Hubbard, Birch Run; C. R. Huston, Detroit; H. D. Jeffords, Marlette; George Kelly, North Branch; Jas. Kerr, Melvin; F. E. Leighton, Jackson; F. W. Lichtenberg, Detroit; C. A. Manchester, Fostoria; J. W. Marks, Jackson; Harry A. Northway, Owosso; Frank E. Nowlin, Albion; W. J. Orr, Bay Port; W. H. Parkis, Davison; E. C. Patton, Alma; R. Ross, Beaverton; Albert Todd, Owosso; A. E. Scheper, McBain; Willis E. Shelden, Jackson; Lewis Steele, Imlay City; Lester J. Stinson, Big Rapids; S. E. Trott, Saginaw; E. R. Turnbull, Lapeer; E. L. Wellman, Grand Rapids; and F. L. Young, Lansing.

JOHN DEMPSTER formerly of the firm of Dempster, Peterson & Co. died at Glasgow, Scotland, Aug. 13. Mr. Dempster had been ill for nearly a year. The deceased was Pres. of the Corn Trade Ass'n.

CONTINUOUS RAINFALL in the northern sections of the corn belt insures the usual amount of moisture and trouble resulting therefrom in this year's crop, a factor which every corn buyer must give more serious consideration this year than ever before, because the grading of all interstate shipments will be according to the new Federal corn grades.

Former President of Milwaukee Chamber of Commerce Dead.

B. G. Ellsworth, pres. of the Milwaukee Chamber of Commerce during the years 1905-07, died suddenly at his home in Milwaukee Sept. 1. Mr. Ellsworth was born at Iowa Falls, Ia., in 1866 and had been engaged in the grain business in one capacity and another for the past 25 years, having entered the employ of L. Bartlett in 1888. He was one of the seven men who organized the present clearing house system of Milwaukee, having acted as sec'y and treas. of that institution for two years. In 1911 Mr. Ellsworth retired from the firm of L. Bartlett & Son Co., of which he was an official, and entered business in his own account. He met business reverses and later was placed in charge of the branch office of Henry Rang & Co. of Chicago. He opened offices in the Mitchell building Aug. 26.

The funeral service was held from the Forest Home Chapel Sept. 3. A portrait of Mr. Ellsworth is reproduced herewith.

South to Quit Cotton and Grow Grain.

In the crisis confronting the cotton growers of the South thru the closing of the cotton mills of Europe, making their crop unsalable, a valuable suggestion for their relief is made by E. J. Watson, commissioner of agriculture of South Carolina.

Mr. Watson was one of the speakers at the Norfolk convention of the Grain Dealers National Ass'n two years ago and impressed all his hearers with his earnestness of purpose and profound knowledge of the subject on which he addressed the grain men, corn diseases. Mr. Watson has written the Chambers of Commerce of Anderson, Columbia, and Charleston, S. C., in an effort to get them interested in a movement to have Southern farmers turn from cotton to grain as their money crop, and that the growers may be assured in advance of a market in different communities urges the construction of grain elevators.

Mr. Watson writes: What we have to do is to plant a grain crop now and get it off, and then throw the same acreage into corn, and there your elevator will come in again. I have before me today the figures from one farmer this year who planted his large plantation entirely in oats, and has reaped a harvest of \$50 per acre from that crop. He then planted the same acreage in corn, and has reaped a harvest of \$45 per acre from the corn. He writes to me that the cost of the production of both crops did not exceed \$10 per acre. This was done before the war broke out.

I am therefore taking the liberty of suggesting to you that you call a meeting of your business men at once, launch this enterprise, which can not cost much in the way of permanent investment, and announce to the people of the Piedmont section that Anderson is going to have a grain elevator through which they can market their grain products at best prices. If this can be done right now, and a positive announcement be made, I believe that practically every field in the Piedmont will be devoted to grain crops. If this is done we ought to have a money crop bringing the money to us by spring, and converting hopelessness into happiness. A grain crop properly handled in the south, I believe, will bring more in money return, if planted just as soon as the fields can be cleared and made ready, even without fertilizer, than cotton ever did on the same acreage.

I would impress upon you the necessity for quick action and a definite announcement, so that the farmers of the state can understand how their marketing will be conducted with grain, for grain is something they have never dealt with for the market before. If this be done they will feel sure that marketing facilities will be available, and they will unhesitatingly proceed to do that which is now the only sensible thing that they can do in their hour of distress.

WHILE it is recognized that Europe will have to depend upon us for supplies of oats, there will be periods when the foreign demand is apt to be decidedly slow. We therefore look for an irregular market, with sharp fluctuations in either direction.—L. W. Forbell & Co.

ELEVEN GRANARIES are now under construction on the Edwards wheat ranch in Pawnee county, Kansas. Two of them are of reinforced concrete, 30 ft. in diameter and 10 ft. high, 3 are metal bins 16x16x10 ft. and the balance are of wood. The wheat crop on the ranch this year is estimated at 83,650 bus., the ranch containing 3,250 acres in wheat.

THE MANAGER of the Highwood, Mont., elevator recently bought 101,000 bus. of wheat in a single day from a small section of country known as "The Nine Mile Bench." The elevator belongs to the Gallatin Valley Grain Co. The wheat was contracted for at \$.70 per bu. and will be delivered at Highwood, a new town in Montana.



B. G. Ellsworth, Milwaukee, Wis., Deceased.

Grain Trade News

ARKANSAS

Little Rock, Ark.—Harvey Shofner Grain Co. incorporated; capital stock, \$5,000; Harvey Shofner, pres.; G. F. and Florence Williams incorporators.

CALIFORNIA

Montague, Cal.—Farmers in this vicinity are discussing the organization of an elvtr. company and the building of an elvtr. The movement is intended to do away with the handling of sacked grain.

San Jose, Cal.—We have succeeded H. B. Martin & Co. Inc. and operate branches at Salinas and Castroville (R. R. name Del Monte Jct.). We have four warehouses and are building a 350x55 ft. concrete warehouse which we expect to have completed this month. Our officers are J. E. Bean, pres.; J. P. Mitchell, vice-pres.; O. P. Silliman, auditor. J. E. Bean is mgr. of the house at this point, J. P. Mitchell at Salinas and O. P. Silliman at Castroville.—Salinas Valley Grain & Produce Co.

CANADA

Weyburn, Sask.—Geo. Taylor of Waverly, Ia., is mgr. for J. C. Garner.

Medicine Hat, Alta.—I am now located at Hamler, O.—Frank Felger.—Mr. Felger recently bot an elvtr. at Hamler.

Gravelbourg, Sask.—We have sold our elvtrs. here and at Palmer to the Spencer Grain Co.—C. O. Highum, Wildrose, N. D., formerly of Highum Bros.

Harding, Man.—The elvtr. of the Northern Elvtr. Co., Ltd. burned recently; loss \$5,147 on house and \$3,731 on grain. The insurance amounted to \$5,300.

St. John, N. B.—The elvtr. of the Intercolonial Ry. Co., burned Aug. 13, will be rebuilt. The new house will be of steel and concrete construction and will be much larger than the old plant.

Edmonton, Alta.—The Canadian Mill & Produce Co. is being organized to operate elvtrs., mills, etc., on the Peace River between Hudson's Hope and Ft. Vermillion and in the Grande Prairie district.

Ft. William, Ont.—Two men rowing past the Grand Trunk Pacific Elvtr., about 3 a. m., Aug. 20, were challenged by the sentry on guard at the elvtr., and when they failed to answer were fired upon. Shots were exchanged and a watchman of the G. T. P. Co. was probably fatally wounded. The men in the boat were captured further down the river a few hours later and were unable to account for their presence near the elvtr. at that time of the day. They are said to be foreigners.

Winnipeg, Man.—The first business taken up by the board of grain com's'ners at their regular meeting in this city, Sept. 1, was the proposed tariff for the handling of grain in country elvtrs. Other matters taken up were the proposed rules and regulations for country elvtrs. and the proposed binning in country elvtrs. D. D. Campbell presented a statement on a long series of shortages that he had had experience of during the conduct of his business. He said it was almost impossible to fix responsibility for these leakages, either on the railways or terminals, and shippers needed more adequate protection. He suggested a Dominion Utilities Com's'n to be appointed which would have full power to investigate all disputes between shippers and railway companies and any other utility handling grain or other commodity, whose decision would be final and binding on all concerned. New definitions for No. 3 Manitoba northern wheat and for

No. 4 wheat were considered and the com's'n decided to have the proposed new grades published and submitted to the grain trade at large for discussion. The matter will be taken up again at a later meeting. During the afternoon session the com's'n considered the tariff of charges for the terminal elvtrs. for the year ending Sept. 1, 1915, and effective Sept. 1, 1914. The terminal elvtr. companies have voluntarily offered two reductions on last year's tariff, a special charge of 1½¢ per bushel for handling heated or burnt grain, and have struck a dockage of 1% on tough grain. The com's'ners announced that the tariff will be enforced hereafter. Among those present who appeared before the com's'n in the interests of the tariffs were Frank O. Fowler, repte. the Northwest Grain Dealers Ass'n; R. Mackenzie, repte. the Grain Growers Ass'n; F. J. Collyer, the Grain Growers Grain Co.; C. A. Dunning, the Saskatchewan Co-operative Elvtr. Co.; J. A. Maharg, the Alberta Grain Growers Ass'n; Thos. Atchison, the Can. Pac. Ry. Co.; Wm. Moffatt, treas., Grain Growers Grain Co.; E. W. Kneeland, mgr. Port Arthur Elvtr. Co.; John C. Gage, International Elvtr. Co.; R. F. Edmond, Grand Trunk Pac. Elvtr. Co.; David Horn, pres. Ft. William Elvtr. Co., and C. B. Piper, mgr. Empire Elvtr. Co.

COLORADO

Ramah, Colo.—E. A. Riley is building an elvtr. at this station.—H. L. Wood.

Simla, Colo.—The C. C. Isley Lbr. Co. is building an elvtr. here. This town is 5 miles east of Ramah.—H. L. Wood, Ramah.

Lucerne, Colo.—We have bot the elvtr. of the Lucerne Produce & Elvtr. Co. and will conduct the business of the old firm. C. Blunt is pres.—The Lucerne Elvtr. & Merc. Co.

Genoa, Colo.—J. A. Stinson of Kanona, Kan., is building an elvtr. here. I am a member of the firm of N. H. Fuller & Co., at Stratton, but for convenience I have all the grain correspondence addressed to me personally as I have always been mgr. of the grain business. I manage the elvtr. at Stratton and buy in bins here.—J. W. Borders, mgr. Snell Mill & Grain Co.

IDAHO

Quigley, Ida.—The Standard Grain Co. has been improving the warehouse it recently bot at this station.—M.

American Falls, Ida.—I am now located at this point.—Chas. F. Goss, formerly with Fond Creek Mill & Elvtr. Co. at Stecker, Okla.

American Falls, Ida.—The Claassen-Neufeldt Co. has rebuilt the warehouse that it recently bot of Ertel & Torrance, and has added equipment for handling bulk or sacked grain.—M.

Coeur d'Alene, Ida.—A dust explosion on the top floor of the mill of the Coeur d'Alene Grain & Mfg. Co. set fire to the mill and for a time threatened the entire plant. The building, however, is equipped with a sprinkler system and the loss was nominal.

ILLINOIS

Gridley, Ill.—The Farmers Elvtr. Co. has increased its capital stock to \$7,500.

Fairbury, Ill.—R. E. Simpson is mgr. for the S. C. Bartlett Co. at this station.

Chestnut, Ill.—The Pease Grain Co. has succeeded the Pease & Allen Grain Co.

Normal, Ill.—It has been reported that an elvtr. will be built just east of this city.

Richview, Ill.—There are no elvtrs. here. I handle grain in a small way.—J. J. Hails.

Marseilles, Ill.—The Bruce Grain Co. is repairing "Elvtr. B," recently damaged by fire.

Cazenovia, Ill.—We have painted our elvtr. and will install a dynamo.—Bachman Bros.

Arcola, Ill.—The Arcola Farmers Elvtr. Co. has succeeded the Arcola Grain, Coal & Telephone Co.

Hebron, Ill.—The Hebron Lbr. Co. is wrecking its old grain warehouse and will build a 24x60 ft. elvtr.

Elkhart, Ill.—Henry T. Brust, a well known grain dealer here, died at Ottawa, Aug. 23, at the age of 47.

Heyworth, Ill.—J. C. Harrison succeeded the Ike Livingston Grain Co. at this station and at Wapella, Sept. 1.

Tallula, Ill.—S. C. Shaw, mgr. of the Farmers Elvtr. Co., recently stepped on a nail and was laid up for some time.

La Hogue, Ill.—Louis Seiling, mgr. for the Farmers Elvtr. Co., was married Aug. 25 to Miss Gladys Harper of Gilman.

Paxton (R. F. D. 4), Ill.—Our address which was formerly Purdueville, is now R. F. D. 4, Paxton.—Perdue Elvtr. Co.

Leonore, Ill.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; Arthur Elliott, Peter Vogel, Wm. P. Rose and others.

Niantic, Ill.—The Farmers Elvtr. Co. is remodeling its elvtr. dumps and will install 2 sets of Reversible Challenge Dumps.

Bloomington, Ill.—I am now with L. E. Slick & Co. of this city.—Geo. H. Slick, formerly agt. for B. F. Jostes & Co., at Willets.

Pontiac, Ill.—We are covering our Wabash Elvtr. with galvanized iron and are painting our C. & A. Elvtr.—Pontiac Farmers Elvtr. Co.

Cisco, Ill.—When the bottom dropped out of a bin in the elvtr. of the Farmers Elvtr. Co., recently, 1,400 bus. of wheat ran out on the ground.

Galva, Ill.—Mgr. John Miller of the Galva Grain Elvtr. Co. wears a broad smile these days. There is another little Miss Miller at home.

Decatur, Ill.—E. H. Flanner, employed in the government standardization office in this city, has been transferred to the office at Portland, Ore.

Iroquois, Ill.—I have sold my last elvtr., the one at this station, to Wm. Sale of Kankakee, possession being given Aug. 1.—J. T. Hutchins, Sheldon.

Cayuga, Ill.—Fred Longnecker has succeeded Chas. J. Collins as mgr. for the Pontiac Farmers Elvtr. Co. at this station, Mr. Collins having resigned.

Green Valley, Ill.—The Farmers Elvtr. Co. at the recent annual meeting voted to build an elvtr. on the C. & N. W. and the directors have asked for bids.

Flanagan, Ill.—Chas. J. Collins, formerly mgr. for the Pontiac Farmers Grain Co. at Cayuga, has succeeded F. J. Cramer as mgr. for the Farmers Elvtr. Co.

Peoria, Ill.—Eugene S. McClure, pres. of the McClure Com's'n Co., filed a petition in bankruptcy, Aug. 21, scheduling liabilities of \$9,200.80, and assets at \$280.

Sterling, Ill.—Frank Hefebower has installed an electric motor and will put in new spouting. He has also put a corrugated iron roof on the house and painted it.

Cherry, Ill.—The recently incorporated Cherry Farmers Elvtr. Co. has bot the site of the elvtr. of the Neola Elvtr. Co. which burned Aug. 7 and will build a \$5,000 elvtr.

Ottawa, Ill.—Bids have been asked on the new elvtr. of the Wallace Grain & Supply Co. Work of rebuilding the house which burned July 24 will be started at once.

Bishop Hill, Ill.—Walter H. Anderson has succeeded C. E. Johnson as mgr. for the Galva Grain & Elvtr. Co., Mr. Johnson having resigned and given up the grain business.

Strawn, Ill.—The wrecking of a part of the elvtr. of Stotler Bros. has been started and a new 50,000-bu. elvtr. will be built on the site. The present 300,000-bu. oats elvtr. will also be remodeled.

Peoria, Ill.—H. J. Mazzoni, sec'y of the Zorn Grain Co., Louisville, Ky., has applied for membership in the Board of Trade and L. C. Emerson has transferred his certificate to Jas. E. Bennett.

Heyworth, Ill.—Wm. Zierfuss, formerly mgr. for Ike Livingston & Co., will retire from the grain business. He will continue to live in Bloomington but will probably take a trip to California for the winter.

Iroquois, Ill.—The Iroquois Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators R. F. Karr, J. Coughenor, J. D. Kelly and others. The company will build an elvtr. F. W. Keyes is mgr.

Mason City, Ill.—The Farmers Elvtr. Co. and D. H. Curry bot the grain business of J. A. McCreery & Son. They did not buy the elvtr. and the house will be taken down and rebuilt by the McCreery's at another point.

Savoy, Ill.—Bert Ricketts, formerly mgr. for the Farmers Elvtr. Co., died Aug. 21, at a hospital in Danville from the effects of an operation. He has been engaged in the automobile business at Hoopston for some time.

Sidney, Ill.—The report that S. E. Bells & Co. had bot the old Porterfield Elvtr. was incorrect. We are the new owners of the house and have built a new dust house. We will also install a sheller. J. E. Adams is our mgr. here.—A. E. Betts & Son, Forest, Ind.

Litchfield, Ill.—The final schedule of the liabilities of the Litchfield Mill & Elvtr. Co., controlled by C. B. Munday, shows \$346,300. The assets are listed at \$364,800. Included in the liabilities is a promissory note for \$168,500 given the banks in the Lorimer-Munday chain.

Agnew (Galt p. o.), Ill.—The recently incorporated Agnew Farmers Elvtr. Co. has bot the elvtr. of Geo. Burch for \$3,000. Officers of the company are Aug. Meins, pres.; Thos. Reagan, sec'y, and Wm. McCue, treas. Elmer Snyder, formerly with F. E. Davis at Rock Falls, is mgr.

Cairo, Ill.—Contrary to general expectations, the Ill. Cent. Ry. Co. did not open its big elvtr. here, during the recent congestion of grain due to the embargo orders on export shipments. And since shipments of export grain have been resumed, there is little chance that the elvtr. will be used.

Litchfield, Ill.—The grand jury which has been investigating the failure of the Munday-Lorimer banks, which caused the failure of the Litchfield Mill & Elvtr. Co. owned by Munday, recently returned indictments against Mr. Munday, Chas. G. Fox and Thos. McDonald connected with the banks.

Peoria, Ill.—The Horace Clark & Sons Co. was forced into involuntary bankruptcy Aug. 21. Judge L. D. Puterbaugh has been appointed receiver of the company, whose assets are listed at \$650,000 and liabilities at \$330,000. The failure is said to be due to the failure of a large paper concern in which the company had invested \$22,000. It is believed that the duration of the receivership will be short.

Kewanee, Ill.—The Farmers Elvtr. Co. has been practically organized here and an option has been secured on a site near the new site of the elvtr. of J. H. Dole, which will be operated by W. B. Cavanaugh, whose old house burned some time ago. The right to lay a switch track across a town street was granted the C. B. & Q. Ry. Co. and work will be started on the new buildings at an early date.

Dana, Ill.—Clayton F. Coon, formerly mgr. for the Farmers Grain Co. of this city, was arrested Aug. 21, at Ransom, charged with the embezzlement of \$6,000 of the company's funds. He waived the preliminary hearing and was bound over to the grand jury, his bond being fixed at \$5,000. He was released on bail Aug. 29. As a result of the investigations of the

bonding company, it is said that the charges against Coon may be dropped and that in the meantime an attempt will be made by the grain company's attorneys to replevin the amount from a Chicago com's'n company. It is claimed that Coon bot futures on the Chicago Board of Trade at the suggestion of and with the full knowledge and consent of the directors of the elvtr. company. Mr. Coon is a son of A. Coon, who for several years was in the grain business at Saunemin.

According to James E. Quan, chairman of the Public Utilities Com's'n, this state has no statute for the punishment of railroad trespassers and therefore the grain trade cannot compel the railroads to keep grain thieves out of their yards. Com's'ner Quan says: "We have found that we have no adequate law in Illinois to punish trespassers or to punish the railroads for neglecting to enforce precautionary measures. The com's'n is contemplating a strong recommendation to the legislature for more stringent measures. We hope to make railroad trespassing a serious offense so that the public will stay off of railroad property. We would also include in the proposed legislation measures providing penalty for the railroads that fail to do their share toward keeping the public off of their property. The railroads generally are strongly in favor of such legislation. In a number of states they have even proposed such legislation."

CHICAGO NOTES.

The Cleveland Grain Co. of this city has been dissolved.

The new system of clearing trades is being worked out by the directors of the Board of Trade.

The directors of the Board of Trade have called for the second half of the annual membership dues amounting to \$37.50 to be paid Sept. 11.

E. W. Wagner, pres. of E. W. Wagner & Co., has collected a large sum among his friends and associates, for the Red Cross Society in Germany.

Geo. B. Marble, who has been on the road for Carl F. W. Pfeiffer, is now covering Iowa, Minnesota and South Dakota for Clement, Curtis & Co.

Daniel R. Smart, well known to many members of the Board of Trade, and for a number of years connected with F. G. Logan & Co., died Aug. 26 in a New York hospital from the effects of a surgical operation.

Albert J. Smith, floor mgr. for the Board of Trade, is a candidate for state senator on the democratic ticket. He has been connected with the exchange for many years and his friends believe that he will win the nomination.

Only \$20,000 of the \$300,000 estate of James R. Hobbs, who died Aug. 13, has been bequeathed to his heir at law, a nephew. The balance, with the exception of \$27,000 bequeathed to old employees, is left to charity, being divided among 11 church organizations.

Edward Metzger, of Alexis, former solicitor for W. A. Fraser & Co., who was arrested Apr. 15 charged with the embezzlement of \$2,000 of the firm's money and was later released on bonds of \$5,000, is said to have disappeared and his bondsmen are reported to be anxiously trying to locate him.

M. Mecklenburg, one of the founders of Norris & Co., and a member of the Board of Trade, has been appointed 1st lieutenant of artillery in the German army. The last report received from him was that he was with his regiment before Liege and his friends are worried over the absence of further news of him.

CHICAGO CALLERS: E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.; S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.; Geo. A. Wells, sec'y Iowa Grain Dealers Ass'n, Des Moines, Ia.; J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus, O.; J. L. Farchman, Black River Falls, Wis.; J. W. Sale, Bluffton, Ind.

The directors of the Board of Trade have adopted the following resolution: That all members be requested that their market letters and other information shall be along conservative lines, advancing no extravagant theories as to values, and that in all their expressions of opinions extreme caution be exercised not to disseminate anything of a sensational nature.

All records for the inspection of inbound grain were broken during August by the state inspection dept. 30,280 cars being inspected against 27,000 cars for July. Approximately 10,000 more cars were inspected during the month than in any preceding month since the dept. was established. Cash receipts on both in and out-bound grain were the largest in the history of the dept.

The recent order of the C. & N. W. Ry. Co. discontinuing the absorption of tunnel and lighterage charges for 120 days, has been suspended by the Interstate Commerce Com's'n. The case will serve as a test, as all the Chicago roads, with the exception of the Wabash, followed the example of the Northwestern in discontinuing the lighterage charges. The orders were to become effective on Oct. 1.

Application for membership in the Board of Trade have been made by Brackett B. Denniston, Hugh R. McLaughlin, Robt. B. Gentles, Ed. J. Kriege, Paul Sheldon, Chas. E. Berner and Wm. L. Heptig. Harry S. Signor has been admitted to membership and the certificates of W. J. Flanigan, Martin F. Austin and the estate of Geo. R. Denniston have been posted for transfer. Memberships are quoted at \$2,000 net to buyer.

Isaac W. Brown, for many years a speculator on the Board of Trade and at one time a partner of "Old Hutch," died Aug. 31 at his home in Rochester, Ind. He was a crop inspector and traveled all over the country. While engaged in this, he became interested in the birds and bugs that infest the fields and later made a study of them, devoting many years to the subject. He was familiarly called the "bird and bee man" and lectured before many farmer gatherings.

Julian Kune, for many years a member of the Board of Trade, died Aug. 29, at the age of 83. Mr. Kune had lead a life of great adventure. Born in Hungary in 1831, he fought in his youth with Kossuth in the Franco-Prussian war and was banished to Turkey for a number of years. From there he came to America. At the outbreak of the Civil war in this country he helped to recruit a regiment and was appointed major. After the war he became a campaign speaker for Lincoln and a reporter for the city papers. Later he was engaged for many years in the barley and malt trade, operating as Julian Kune & Co. with office in the Postal Telegraph Bldg. In 1908 the firm retired and he has not been actively engaged in the grain trade since that time.

INDIANA

Argos, Ind.—R. A. Kuhn is painting his elvtr.

Goodland, Ind.—We have built a shed over our wagon scales.—H. Murray & Co.

Whiteland, Ind.—I have sold my elvtr. to H. E. Kinney of Indianapolis.—J. C. Young.

Plymouth, Ind.—We have built a 12x40 feed room and have put in an "American" feed grinder.—Milner & Grube.

New Albany, Ind.—The Chamber of Commerce of this city has adopted the Federal Corn Grades.—McDonald & Co.

San Pierre, Ind.—I have built a new dust house and put in a new elvtr. belt. Have also painted my elvtr.—R. T. Kingman.

Franklin, Ind.—T. J. Cramer, formerly mgr. for the Farmers Elvtr. Co. at Flanagan, Ill., is now mgr. for the Farmers Elvtr. Co. here.

Walcott (R. F. D. No. 7), Ind.—Work has been started on the elvtr. of the recently incorporated Farmers Elvtr. Co. Roy Wilkerson is mgr.

Indianapolis, Ind.—Central Grain & Seed Co. incorporated; capital stock, \$25,000; incorporators, Earl H. Reynolds, L. G. Kerr and H. P. Doolittle.—M.

Lakeville, Ind.—We have put in a 50-h.p. gasoline engine and a new dump. We have also built an implement shed 30x40 ft.—W. D. Wilson & Co.

Whitestown, Ind.—Cohes & Jenkins will replace the elvtr. burned July 14, with a 36,000-bu. house of wooden construction covered with galvanized iron.

North Judson, Ind.—We are covering our elvtr. with galvanized iron and will install electric power as soon as we can secure electricity.—W. F. Marquardt, mgr. Peoples Grain Co.

Williamsport, Ind.—The Williamsport Grain Co. has bot our elvtr. here and we have bot a house at Marion, O., where we operate as the Miller Bros. Grain Co.—F. R. Miller, mgr.

Wheatfield, Ind.—We have just completed a 28x30, cribbed, ironclad elvtr. 90 ft. high. The house is equipped with one stand of elvtrs. with 7x12 in. cups, Richardson Automatic Scale, 25-h.p. oil engine, manlift, sheller and cleaner. The elvtr. has 8 hoppers bins. I have succeeded my father, Geo. D. Stembel, who died Aug. 7.—Albert Stembel.

Etna Green, Ind.—We owned the only elvtr. and mill here. The house was struck by lightning, Sept. 1, and burned. We cannot estimate our loss yet, as the salvage has not been disposed of. We expect to rebuild the elvtr. immediately and possibly the mill later.—J. W. Stackhouse, gen. mgr. Etna Lbr. & Mfg. Co.—The elvtr. contained a large quantity of wheat and oats. The Penna. Depot was also struck by lightning and burned. The fire spread to the lumber yards of the elvtr. and from there to the residence district of the town, practically wiping out the northern section. The total loss is placed at \$100,000. The lightning struck in the engine room of the elvtr.

IOWA

Plainfield, Ia.—Farmers are organizing an elvtr. company.

Gilman, Ia.—N. S. Beale of Tama will build an elvtr. here.

Dysart, Ia.—The Farmers Elvtr. Co. is building a home for its mgr.

Hornick, Ia.—The E. E. Johnson Grain Co. has succeeded D. A. Aitkin.

Minburn, Ia.—L. W. Sill has resigned as mgr. for the Farmers Elvtr. Co.

Maple Hill, Ia.—B. J. Dunn has resigned as agt. for the Western Elvtr. Co.

Cheney (Brandon p. o.), Ia.—A. T. Giese is now mgr. for the Farmers Grain Co.

Stonega (Webster City p. o.), Ia.—J. C. McClary is mgr. for the Home Elvtr. Co.

Montgomery, Ia.—J. O. Wilmore is now mgr. for the Stockdale & Maack Grain Co.

Davenport, Ia.—The Purity Oats Co. has let contract for a new corn plant and mill.

Newhall, Ia.—The new elvtr. of E. E. Stedman will be completed within a few days.

Primghar, Ia.—Chas. Pavik is still mgr. of the Farmers Mutual Co-operative Co. here.

Selma, Ia.—Yost & Morley do not operate here. In fact there is no elvtr. at this station

Allison, Ia.—The Farmers Elvtr. Co. has remodeled its elvtr. and installed a Challenge Dump.

Fonda, Ia.—W. C. Wood is mgr. of the Farmers Elvtr. Co. not Mr. Foster as has been reported.

Vinton, Ia.—C. F. Beall has been elected mgr. for our company.—Farmers Grain & Co-operative Co.

Allison, Ia.—J. T. Cook, of Cook & Co., formerly operating elvtrs. here and at Bristow, died Aug. 18.

Hartley, Ia.—Frank Walters has succeeded H. C. Moeller as mgr. for the Farmers Elvtr. Co.

Jamaica, Ia.—We have installed a 20-h.p. Witte Gas Engine.—G. E. Lamp, Farmers Grain & Coal Co.

Modale, Ia.—Harold Thomas is the new second man at the elvtr. of the Nye-Schneider-Fowler Co.

Luzerne, Ia.—G. H. Lechtenberg has succeeded Herman Lorenz as gen. mgr. for the Farmers Merc. Co.

Boyer, Ia.—Farmers are interested in the organization of a farmers elvtr. company to handle grain and lumber.

Rock Rapids, Ia.—Albert Klahn has left the employ of the Farmers Elvtr. Co. and is out of the grain business.

Sheldon, Ia.—L. R. Engelhart asst. mgr. has succeeded F. H. Sloan as mgr. for the Farmers Co-operative Ass'n.

Ackley, Ia.—The grain business of Conaway & Peters will be conducted in my own name, G. E. Conaway, in future.—G. E. C.

Eagle Grove, Ia.—The new elvtr. of the Farmers Elvtr. Co. is under construction and the house will be rushed to completion.

Thor, Ia.—Work has been started on the wrecking of the old elvtr. of Nelson & Larson and the new elvtr. will be started soon.

Brunsville, Ia.—I am now mgr. for the Leopold-Hoese Grain Co. at this point.—H. Ryan, formerly mgr. Laurel Roller Mills, Laurel, Neb.

Tama, Ia.—Mgr. V. S. Beal of the Farmers Elvtr. Co. will have a new home, the company having bot 3 lots as a site for a mgr's house.

Persla, Ia.—Wright & McWhinney, of Des Moines, have leased the elvtr. of John Schley, prop. of the Schley Grain Co. Lew Raymond is mgr.

Fostoria, Ia.—H. C. Moeller, formerly mgr. of Farmers Elvtr. Co. at Hartley, has succeeded Michael Olson, as mgr. for the Hunting Elvtr. Co.

Pierson, Ia.—T. Krahler, formerly mgr. for the Farmers Elvtr. Co. at Remsen, has succeeded H. C. Reynolds as mgr. for the Trans-Mississippi Grain Co.

Sioux Center, Ia.—Frank Dykstra, formerly agt. for the Atlas Elvtr. Co. at Perkins, has been transferred to the company's elvtr. at this station.

Alton, Ia.—Our elvtr. and coal sheds are being painted. The Farmers Elvtr. Co. is also painting its house.—Henry W. Klein, mgr. L. J. Button Elvtr. Co.

Swea City, Ia.—Andrew Peterson is a member of the Farmers Elvtr. Co. and the elvtr. of Greig & Zeeman was bot in his name.—D. A. Fitzgibbon, agt.

Center Point, Ia.—Geo. Langsdale has resigned as mgr. of the lumber and live stock dept. of the Farmers Grain & L. S. Co., on account of ill health.

Fernald, Ia.—The Fernald Elvtr. Co. has remodeled its elvtr. here and is not building at Nevada as reported.—F. S. Booher, mgr. Farmers Grain Co., Nevada.

Holstein, Ia.—Included in the equipment of the new elvtr. of the Farmers Elvtr. Co. is a Reversible Challenge Dump. The Burrell Engineering & Constr. Co. is the builder.

Dougherty, Ia.—Chris Adams, for many years mgr. of an elvtr. at Cartersville, has succeeded Mike Garry as mgr. for the Independent Grain & Lbr. Co., Mr. Garry having resigned.

Rockwell City, Ia.—Patrick McGinty was elected pres. of the Farmers Elvtr. Co. at its recent annual meeting. Other officers are Fred Falk, vice-pres.; and Ed. W. Burch, sec'y-treas.

Duncombe, Ia.—The Farmers Elvtr. Co. decided at its recent annual meeting that it would not build a new elvtr. at present. John Koesnter is pres. and M. L. Harkins sec'y of the company.

Hubbard, Ia.—Bert Palmer has succeeded me as mgr. of the grain dept. of the Pfund Lbr. Co. and Roy Eaton as mgr. of the lumber dept. I have resigned.—B. P. Greenfield, now mgr. Farmers Elvtr. Co.

Fairfax, Ia.—The Farmers Grain Co. is reported to have made a record for local corn trade. From Aug. 10 to 18 the company handled 976 loads of shelled corn, averaging 122 loads a day.

Hospers, Ia.—I will manage the elvtr. recently leased by my company here, running it in connection with our house at Alton, which I also manage.—Henry W. Klein, mgr. L. J. Button Elvtr. Co., Alton.

Doon, Ia.—We have sold our line of elvtrs. including the 2 houses at this station to the Farmers Land, Loan & Grain Co. of Freeman, S. D., and have discontinued the grain business.—De Wald & Walter.

Fort Dodge, Ia.—The new elvtr. of the Farmers Elvtr. Co. is nearly completed. The bins have been finished and the machinery will be installed as rapidly as possible. In the meantime the company is using a portable elvtr.

Tenville (R. F. D. Villisca), Ia.—The Nodaway Valley Improvement Co. of Atlantic, Ia., operates an elvtr. at this station, which is a switch between Villisca and Sciola.—D. Weber, 1st vice-pres. Atlantic Southern Ry. Co.

Templeton, Ia.—The Chas. Dozler Grain Co. bot the site and the ruins of the elvtr. of the Neola Elvtr. Co. and has completed a new 20,000-bu. elvtr. which is now in operation. The Neola house burned in July, 1911.—Chas. Dozler.

Chariton, Ia.—The elvtr. of G. J. Stewart & Co. containing a large quantity of grain, burned Aug. 22; loss \$40,000, partially covered by insurance. The fire started in a foundry near the elvtr. and spread to it. The total loss is placed at \$80,000.

Alton, Ia.—The L. J. Button Elvtr. Co. has leased the elvtr. of the St. Johns Grain Co. The Button company recently closed its own office here and has been occupying the office of the St. John company. It will now take care of the business of both companies.

Ladora, Ia.—I am building a 20,000-bu. cement elvtr. It is 24x60 ft. and 71 ft. high and I put it up for the Farmers Union Supply Co. For the present I am doing the buying, but as soon as the company changes its constitution, it will take over the house.—J. P. Tyler.

Le Mars, Ia.—The safe in the office of the Farmers Elvtr. Co. was forced open by thieves, Aug. 26, who secured about \$35 in cash. Checks and papers in the safe were not disturbed. The elvtr. was entered by a skeleton key and the lock on the safe picked with a wire.

Cedar Rapids, Ia.—When Wm. Lane, employed in the elvtr. of the Quaker Oats Co., stepped on a rapidly moving 30 in. belt, Sept. 1, he was whirled around the shaft and instantly killed. A fellow workman, who was only 30 ft. away from the victim, stopped the machinery at once.

Blockton, Ia.—We have succeeded M. R. Chandler but we are not operating an elvtr. as there is no house at this station. We store in bins when we do not load into cars and have no competition. We hope to be able to build an elvtr. next year as it is too late this season.—Carr & McClanahan.

Bode, Ia.—We have fully repaired our elvtr. installing a new dump and putting in concrete approaches, wall and piers. We have also built an office addition to the house and covered all buildings with corrugated steel siding. We now have a capacity for 30,000 bus.—C. L. Taylor, agt. Gilchrist & Co.

Schaller, Ia.—Our elvtr. was struck by lightning on Aug. 16 between 4 and 5 a. m. The fire seemed to be all over the building in a very short time and the fire dept. was absolutely powerless. The office and elvtr. were in one building and nothing could be saved out of the office, books were all in the safe and altho badly scorched, can all be read. Our total loss is about \$12,000; insurance \$10,000. We have let contract for rebuilding to the Burrell Engineering & Constr. Co. for a 60,000-bu. reinforced concrete elvtr., to be ready for business in 60 days.—G. H. Peters, mgr. Schaller Produce Co.

Sioux City, Ia.—The directors of the Terminal Elevator Co., whose elevator burned July 13, have not been able to reach a decision as to the rebuilding of the house but it is believed that the elevator will be replaced at an early date, especially since the Interstate Commerce Commission's decision in the recent rate case for a reduction of inbound rates, has been made in favor of Sioux City.

Walcott, Ia.—We have let contract to the Burrell Engineering & Constr. Co. for a 60,000-bu. cleaning house to be erected on the site of the elevator which was struck by lightning and burned Aug. 6. The new elevator will be of cribbed construction and iron clad. It will be equipped with 5 legs ranging from 8" to 18" cups, corn sheller and cleaner, a No. 10 Monitor Small Grain Cleaner, power shovel, car puller, 2 oil controlled dumps, manlift, steel spouting, Fairbanks Track Scale and motors aggregating 50 h.p. Provision will be made for additional concrete storage in future. The new house will be modern thruout and is to be completed Nov. 11. The burned house contained 35,000 bus. of grain, mostly barley, at the time of the fire and the loss was \$15,000 on building and \$19,000 on the grain. The salvage amounted to about \$5,000. We have only changed the name of our company, were formerly Stockdale & Dietz.—Stockdale & Maack Co.

Des Moines, Ia.—Clifford V. Cox, attorney of the Western Grain Dealers Ass'n, has given the following opinion on enforceability of oral contracts: A contract to buy or sell grain where no part of the price is paid and no part of the grain is delivered is not enforceable in the state of Iowa unless, A. The evidence of the contract be in writing and signed by the party to be charged or his authorized agent, or B. When the grain is not, at the time the contract is made, owned by the vendor and ready for delivery, and labor and skill or money must necessarily be expended in producing or procuring the same, or C. When the contract can be proven by the oral evidence of the maker, against whom it is sought to be enforced. Mr. Cox deems it of the utmost importance that members be furnished with blank contracts which they can easily fill out and have signed by the party selling the grain. He would also deem it advisable to urge the members to make a small payment down when one of these contracts is executed. Dealers should not make a mere verbal contract for the purchase or sale of grain where they do not make a payment down on the contract and where no part of the grain is delivered at the time the contract is made, for such contracts cannot be enforced except as hereinbefore stated.

Des Moines, Ia.—The B. A. Lockwood Grain Co. was forced into involuntary bankruptcy, Aug. 25, by a petition filed by its creditors who allege that the company has admitted its inability to pay its debts and its willingness to be adjudged a bankrupt. The liabilities are placed at \$250,000 and the assets at \$350,000. Contraction of credits, due to the European war, and inability to get cars to handle their grain, were given as the cause of the failure. The company operates 14 grain elevators in the central portion of the state and is one of the oldest concerns of the kind in Iowa. R. A. and Lee Lockwood are the principal owners of stock. M. McFarlin, a local grain dealer, has been appointed receiver for the company by H. H. Whitaker, referee in bankruptcy, and is in charge. On Aug. 27, The Shannon & Mott Co., owned by Lee and B. A. Lockwood, was also placed in the hands of the receiver. Referee in Bankruptcy Whitaker holding that the mill was a part of the assets of the grain company. The referee also granted Mr. McFarlin permission to operate the mill for 10 days and the elevators of the company for 20 days. The local office of the company in Ames is also open, but is doing a strictly retail cash business and is not buying grain. J. W. Munsinger is mgr. B. A. Lockwood, pres. of the company, has issued the following statement: The present suspension of the business of the company is caused by the financial

stringency and contraction of credits. At this time of the year it required a greater amount of capital than at any other time of the year and the company was unable to obtain it at the present time. We were unable to procure cars with which to move the grain purchased. The company is solvent and a receiver is appointed in order to preserve the property and protect it for the benefit of the creditors. The creditors will be paid in full. If there is any loss it will fall on me and my brother, who own the common stock of the company.

KANSAS

Scandia, Kan.—Joe Brown has succeeded J. W. Pinney & Co.

Troy, Kan.—The Kinkead Grain Co. has succeeded Kent & Kinkead.

Wakarusa, Kan.—Thompson & Robinson have succeeded H. S. Robinson.

Le Roy, Kan.—The Neosho Valley Mfg. Co. has succeeded G. W. Ringle.

Oakhill, Kan.—The Farmers Union may build or buy an elevator this season.

Dwight, Kan.—Ed. Boyd has succeeded Sharp & Jenkins and N. W. Nelson.

Ellis, Kan.—Chas. P. Loren is now mgr. for the Ellsworth Mill & Elevator Co.

Republic City, Kan.—The Staley Grain Co. has succeeded J. W. Pinney & Co.

Baker, Kan.—The Farmers Union Elevator Co. incorporated; capital stock \$10,000.

Saxman, Kan.—Thos. Downs is now mgr. for the Farmers Grain, L. S. & Supply Co.

Atwood, Kan.—D. C. Chessnore is our buyer at this station.—C. M. Linn Elevator Co.

Cordell, Kan.—The Farmers Elevator Co. has bot the elevator of the Kansas Flour Mills Co.

Delphos, Kan.—The Delphos Co-operative Ass'n has succeeded the Farmers Elevator Co.

Brownell, Kan.—J. M. Kindel has completed an elevator and has entered the grain trade here.

Bucyrus, Kan.—The Bucyrus Lbr. & Grain Co. has succeeded the Harris & Anderson Lbr. Co.

Medina, Kan.—L. H. Kimmel and Roy Yost of Oskaloosa are reported to be building an elevator here.

Wilmore, Kan.—The Wilmore Grain & Merc. Co. has succeeded the Farmers Grain & Merc. Co.

Bogue, Kan.—My elevator has a capacity of 15,000 bus. and will be run as an independent house.—B. C. Kenyon.

Pratt, Kan.—The report that P. Parker is building an elevator here is wrong as he is not building here.—S. T. A.

Page, Kan.—A. C. Ward has built a new elevator here and will operate same in his own name.—L. A. Jordan, Winona.

Atwood, Kan.—Stockholders in the Farmers Union will build a 3,000-bu. shovel house at once and later will erect an elevator.

Winona, Kan.—I have leased the elevator of the Kansas Flour Mills Co. for a year and will operate it myself.—L. A. Jordan.

Selden, Kan.—We have sold our elevator and are out of the grain business at present.—C. M. Lantis, mgr. Lantis Grain Co.

Cheney, Kan.—Jerry Miller has succeeded J. L. Carr as mgr. for the W. L. Scott & Sons Grain Co., Mr. Carr having resigned.

Tonganoxie, Kan.—The new engine room for the Kemper Mill & Elevator Co. has been completed and the boilers are being installed.

Stafford, Kan.—E. Smart and G. D. Estes have bot the interests of the Larabee Bros. in the Southwest Kansas Grain Co. Mr. Estes has succeeded C. F. Bucher as mgr. for the company.

Salina, Kan.—When the men returned to the Taylor Miller Elevator after supper, recently, they found the son of the owner had been seriously hurt. He was alone in the elevator and no one knows just how the accident happened.

Shroyer, Kan.—A. N. Peterson is mgr. for the Farmers Co-operative Union. The company bot the elevator of W. C. Evans recently.

Beloit, Kan.—Efforts are being made to increase the capital stock of the Farmers Union Co-operative Ass'n from \$45,000 to \$135,000.

Severance, Kan.—Sol Weil still works for the John H. Lynds Mill & Elevator Co. They have not sold the house here yet.—J. F. Ebeling.

Wichita, Kan.—The Red Star Mill & Elevator Co. has opened an office in the Board of Trade Bldg. with Jesse Cline-smith in charge.

Brewster, Kan.—We are contemplating the purchase of several elevators, but may, in fact probably will, decide to build them.—Miller Grain Co.

Burrton, Kan.—The N. Sauer Mfg. Co. of Cherryvale, has bot the elevator of the Burrton Grain Co., owned by C. A. Dundon. F. W. Stevens is mgr.

Solomon, Kan.—The Farmers Elevator Co. has secured an order from the state railroad commission for a connecting switch between the U. P. and St. Fe tracks.

Salina, Kan.—A concrete elevator will be built by the Shellabarger Mill & Elevator Co. early in 1915. It will stand west of the present elevator of the company and will be especially designed for handling wheat direct from cars.

Doster (Caldwell p. o.), Kan.—The elevator of the Doster Grain Co. was recently threatened by fire, originating from a hot box in the machinery. The blaze was discovered at once and the loss on the building only amounted to \$10, while stock was damaged to the amount of \$15.

Oskaloosa, Kan.—There has been a mistake in regard to the reports concerning A. D. Robinson and myself. Mr. Robinson built an elevator at McIntosh (Oskaloosa p. c.) and I built one here. We are both operating the houses ourselves, and I am not agt. for him. He is from Spring Hill.—L. H. Kimmell.

Hutchinson, Kan.—The suit by the attorney-general of Kansas to oust the Union Grain Co. and revoke its charter is not a proceeding against the grain men, but involves the millers only. The only defendants named are millers, F. D. Larabee and M. L. Van Meter of the Larabee Mills; W. E. Carr of the Monarch Mill; Wm. Kelly of the Kelly Mill; and Jed W. Burns of the Hutchinson Flour Mills Co., all stockholders of the Union Grain Co., which they operate under the management of Paul Noble to buy truck wheat in the country for the use of the mills. Before the organization of the Union Grain Co. the millers bot wheat thru the local grain dealers at Hutchinson. The attorney-general alleges that by so buying wheat thru a single agency competition is wiped out.

KENTUCKY

Eminence, Ky.—The Eminence Distillery Co. has completed a 21,000-bu. elevator.

Lancaster, Ky.—An elevated siding from the L. & N. tracks to the elevator of the Lancaster Mill & Elevator Co. has been completed and cars are now run from the main line directly into the plant.

MARYLAND

Baltimore, Md.—G. A. Hax, of G. A. Hax & Co., is suffering from a severe attack of gall stones, being confined to his bed.

Baltimore, Md.—Chas. S. Schermerhorn, pres. of C. S. Schermerhorn & Son, died Aug. 29. A committee from the Chamber of Commerce attended the funeral. Mr. Schermerhorn was a member of the exchange.

Baltimore, Md.—A rate of \$6 per car is now the switching charge on car lot grain coming out of coastwise steamers from Canton station to the grain elevators on the Pennsylvania roads. This rate is a slight reduction.

MICHIGAN

Midland, Mich.—The Reardon Elvtr. Co. has succeeded the Reardon Merc. Co.—S. T. A.

McBrides, Mich.—The elvtr. burned at this station, Aug. 16, was owned by B. E. Cadwell.

Dowagiac, Mich.—The elvtr. and warehouse of the Colby Mfg. Co. burned recently; loss \$1,000.

Unionville, Mich.—Unionville Farmers Co-operative Elvtr. Co. incorporated; capital stock \$40,000.

Ashley, Mich.—The Independent Elvtr. Co. is now building an elvtr. and will be ready for business at an early date.

Plymouth, Mich.—A. C. Van Sickie, mgr. for J. D. McLaren & Co. at Ionia, has been transferred to the company's elvtr. at this point.

Alma, Mich.—The Alma Roller Mills are installing electric motive power in their plant. The improvements will cost approximately \$15,000.—C. E. Patton, mgr.

Detroit, Mich.—We are building a new bay shed 75x120 feet. The shed will be completed in time for use for this season's crop.—F. W. Lichtenberg, Lichtenberg & Son.

Beaverton, Mich.—R. H. Brengzer has bot the G. A. Fitch Elvtr. taking possession Sept. 1. The price was \$3,000. The new owner will operate the elevator to full capacity.—R. Ross.

Bad Axe, Mich.—The Farmers Elvtr. Co. has been placed on a co-operative basis. Officers are John Hunt, pres., Matthew McIntyre, vice-pres., Geo. Amos, sec'y and A. R. Thomas, mgr.

Alto, Mich.—The safe in the office of the elvtr. of the John H. Lyster Grain Co. was blown open by burglars, Aug. 31, but as the safe was empty the thieves had only their work for their pains.

Mt. Morris, Mich.—J. P. Burroughs & Son, of Flint, and Chas. Wolohan, of Birch Run, have bot the elvtr. of Lewis, Horton & Co. Mgr. Leach of Birch Run will take charge of the house.

Detroit, Mich.—The Geo. C. Christian Co., of Minneapolis, has incorporated its Michigan business under the name of the New Century Co. of Michigan and will make its headquarters in this city.

Caro, Mich.—The recently organized Farmers Co-operative Elvtr. Co. has bot the elvtr. of the Caro Elvtr. Co., paying \$16,000. John N. McAllister who has managed the elvtr. for the last 9 years will be retained by the new owners.

Saginaw, Mich.—The annual meeting of the Michigan Bean Jobbers Ass'n will be held Sept. 23-24 in this city. Headquarters will be at the Hotel Vincent and the sessions will be held in the hotel auditorium.—Michigan Mfg. Co., Ann Arbor.

Hudson, Mich.—James L. Moloney & Co. succeeded to the business of L. Frensdorf & Son on May 11, having taken over all warehouses and elvtrs, Edward Frensdorf, senior member of the firm, retiring. There is no change in the character of our business or in the stations operated by the old firm.—James L. Moloney.

MINNESOTA

Alberta, Minn.—The Farmers Elvtr. Co. has built a new office.

Odessa, Minn.—R. R. Boehn is now mgr. for the Farmers Elvtr. Co.

Round Lake, Minn.—Jim Kelly is asst mgr. for the Farmers Elvtr. Co.

Lansing, Minn.—The Farmers Elvtr. Co. has installed an automatic scale.

Bingham sta. (Windom p. o.), Minn.—C. C. Dick is building a 24x30x40 ft. elvtr.

Carlisle, Minn.—The cupola of the elvtr. of the Northern Elvtr. Co. was struck by lightning recently and roof split and damaged.

Lake City, Minn.—I do not think the elvtr. of F. W. Phelps will ever be used for grain again.—H. P. Beck, Peter Beck & Sons.

Lismore, Minn.—The Farmers Elvtr. Co. is being reorganized. John G. Van Rossum is mgr.

Ellsworth, Minn.—A farmers elvtr. company is being organized here. Lewis Hunt is interested.

Battle Lake, Minn.—T. H. Hilden has leased the elvtr. of the Hatch Implement & Supply Co.

Holland, Minn.—Paul Reikow has succeeded Jas. O'Neil as mgr. for the Farmers Elvtr. Co.

New Prairie (mail to Starbuck), Minn.—E. T. Engebretson is mgr. for the New Prairie Elvtr. Co.

Kilkenny, Minn.—J. F. Whalen has succeeded J. F. McKellar as mgr. of the Farmers Elvtr. Co.

Avoca, Minn.—The Farmers Elvtr. Co. has remodeled its office building and has installed new scales.

Plato, Minn.—The elvtr. of the Miller Elvtr. Co. was slightly damaged by fire, Aug. 22. Loss, \$9.90.

Ellsworth, Minn.—The organization of a farmers elvtr. company has been abandoned for the present.

Plummer, Minn.—Farmers of this vicinity are interested in the organization of a farmers elvtr. company.

Grand Meadow, Minn.—I have bot the Meadows Elvtr., owned by J. E. Brown of Stewartville.—Aug. J. Briederbeck.

Aitkin, Minn.—The new elvtr. of the Tucker-MacGregor Co. is 28x30 ft. and has a capacity for 30 cars of grain.

Silverton (no p. o.), Minn.—The Hanson & Barzen Mfg. Co., of Thief River Falls, is building a 35,000-bu. elvtr. at this station.

Minneiska, Minn.—I have leased the elvtr. of the Farmers Grain Co. and am operating it in my own name.—E. J. Fitzgerald.

Borup, Minn.—The elvtr. that I recently leased is owned by the Thorpe Elvtr. Co. I will operate it under my own name.—A. G. Lundgren.

West Union, Minn.—The elvtrs. of J. Borgerding & Co. at this station and at Sauk Center, have been thoroly overhauled and repaired.

Caledonia, Minn.—The Peoples Co-operative Stock & Grain Co. has been organized with a capital stock of \$10,000. Geo. H. Meyers is pres.

Rothsay, Minn.—G. E. Paulson, formerly mgr. for the Powers Elvtr. Co. at Adrian, N. D., is now agt. for the Farmers Grain & Merc. Co.

Hadler (Ada p. o.), Minn.—M. E. Poyzer is mgr. for the St. Anthony & Dakota Elvtr. Co.—J. H. Poyzer, mgr. Monarch Elvtr. Co., Wolverton.

Wolverton, Minn.—I am operating the elvtr. of the Monarch Elvtr. Co. which succeeded the Duluth Elvtr. Co. at this station.—J. H. Poyzer.

Mavie, Minn.—The Hansen & Barzen Mfg. Co. and the Atlantic Elvtr. Co. will build elvtrs. here. This town is 12 miles from Thief River Falls.

Bellingham, Minn.—We sold our elvtr. at this point to G. W. Van Dusen & Co., Aug. 10, and the house has been idle ever since.—Rudning Grain Co.

Heron Lake, Minn.—J. F. McKellar, formerly mgr. for the Farmers Elvtr. Co. at Kilkenny, is now mgr. for the Farmers Elvtr. Co. of this station.

Rushmore, Minn.—M. Conway, formerly mgr. for the Farmers Elvtr. Co. at Flaudreau, S. D., is now mgr. for the Farmers Grain & Supply Co. at this point.

Huntley, Minn.—The recently incorporated Farmers Elvtr. Co. bot the elvtr. of E. W. Christianson & Co. and opened for business Sept. 1.—E. E. Adams, mgr.

Chandler, Minn.—W. L. Callison, formerly mgr. for the Farmers Elvtr. Co. at Heron Lake, has succeeded C. C. Peterson as mgr. for the Farmers Elvtr. Co. here.

Huntley, Minn.—The Huntley Farmers Elvtr. Co. incorporated; capital stock \$10,000; W. J. Anderson, S. J. Chance, Frank E. Sutton and G. A. Bales incorporators.

Dassel, Minn.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: Peter Smith, pres.; F. A. Carlson, treas. and S. Oster, sec'y.

Ada, Minn.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: E. C. Betcher, pres. and mgr.; Wm. Newkom, vice-pres.; Louis Pfund, sec'y and C. J. Lofgren, treas.

Dawson, Minn.—H. E. Swanson, of Hartland, is now asst mgr. for the Equity Co-operative Elvtr. Co. and during the absence of Mgr. A. L. Johnson, who is on his vacation, has charge of the house.

Duluth, Minn.—The branch office of the Johnson-Olson Grain Co. of Minneapolis, in this city, has not been closed as was recently reported. B. F. Stone, the mgr., has resigned, but the office is still open.

Grand Meadow, Minn.—I have bot the elvtr. of the Cargill Elvtr. Co. at this station and will handle coal in connection with my grain business.—E. G. Christgau, formerly mgr. Farmers Elvtr. Co., Rushford.

Marine sta. (Marine Mills p. o.), Minn.—A new potato warehouse is being built and the old grain elvtr. is being improved and repaired. The Osceola Mill & Elvtr. Co. of Osceola, Wis., will operate both places.—S. T. A.

Hendrum, Minn.—We bot the elvtr. of the Northern Elvtr. Co. at this station not at Halstad as was reported. We are repairing and painting the house.—Hendrum Co-operative Elvtr. Co., A. H. Gordon, mgr.

Ruskin, Minn.—We have sold our line of elvtrs. including our elvtr. at this station and the one at Epsom to the Farmers Land, Loan & Grain Co. of Freeman, S. D., and are out of the grain business.—De Wald & Walter.

North Redwood, Minn.—The elvtr. of the Farmers Elvtr. Co. has been completed; but owing to the light crops this season it is doubtful if it will be opened as a grain elvtr. The building will probably be used for other purposes.

Kiester, Minn.—The thieves who entered our elvtr. and that of the Independent Grain & Lbr. Co. recently, secured a watch and a box of cigars at the Independent house and a rug, some postage stamps and \$5 here.—W. H. Koch, agt. Western Elvtr. Co.

Duluth, Minn.—John McLeod, A. B. Starkey, W. W. Bleacher, H. C. Olson and M. C. Rhemberger have been admitted to membership in the Board of Trade. The memberships of H. R. Lyon, C. W. Peterson, M. H. Woodward and B. F. Stone have been transferred.—Chas. F. Macdonald, sec'y.

Morton, Minn.—The Farmers Co-operative Grain Co., incorporated; capital stock \$10,000; incorporators, Tim Sullivan, Paul Schafer, Frank Grass and others. The company bot the old elvtr. of Orth & Henton, formerly operated by the old Farmers Elvtr. Co., and took possession Sept. 1.

Dassel, Minn.—We have replaced our old wooden driveway with a dirt and gravel fill and have put a new concrete foundation under the elvtr. We have also placed new bents under the bins, repaired the bin spouting and installed a new direct spout. The elvtr. has been painted and the siding repaired and new windows have been put in.—John Sallberg, mgr. Farmers Elvtr. Co.

Lafayette, Minn.—We have built a good sized corn crib and equipped it with a gasoline engine, corn sheller and conveyor. We also put in an outside unloading elvtr. for ear corn. This spring we built a 20x30 ft. addition to our main building for the handling of cement and feed. We are keeping the house in first class shape and are prospering under the able management of M. J. Hedren.—Anton Malinberg, sec'y Farmers Elvtr. Co.

MINNEAPOLIS LETTER.

The rate on grain paper is 7%.

J. H. Fraser of Coberg, Mont., Geo. M. Shannon of Amery, Wis., and Alfred R. Gray of Chicago, have applied for membership in the Chamber of Commerce.

Geo. Shannon is now cash grain salesman, on the floor of the Chamber of Commerce, for J. R. Marfield & Co. He was formerly with Brooks-Griffiths & Co.

J. M. Johnson, formerly mgr. for the Farmers Elvtr. Co. of Hatton, N. D., will travel the northern part of North Dakota and northwestern Minnesota for C. C. Wyman & Co.

The following memberships in the Chamber of Commerce have been transferred: From H. D. Sturtevant to A. C. Gary; from R. G. Cargill to John C. Tresise; from J. R. Marfield to Geo. M. Shannon.

A. H. Thompson has succeeded S. G. Williams as a member of the Closing Prices Wheat Com'lite of the Chamber of Commerce, Mr. Williams having resigned. A. F. Owen has been elected chairman of the com'lite.

E. A. Kirk has been elected sec'y of the McCaull-Webster Elvtr. Co. Mr. Kirk has been mgr. of the coal dept. of the company for many years. That dept. will be merged with the lumber dept. and J. H. Early will be mgr.

Our company will maintain the branch offices at Duluth, Chicago, Milwaukee, Omaha and Sioux City and will operate the line of elvtrs. formerly operated by the P. B. Mann Co.—S. M. Passmore, pres., P. B. Mann-Anchor Co.

Chamber of Commerce traveling representative's licenses have been issued to W. D. Ladd to represent H. Poehler Co., Chas. O. Roe to represent Lamb-McGregor Co., W. P. Brown to represent Brown Grain Co., and M. L. Barrett to represent Dalton & Gould. C. A. May has applied for a license to represent Hallett & Carey Co. and L. H. Smith has applied for one to represent the Benson-Newhouse-Stacke Co.

By a vote of 221 to 8, the members of the Chamber of Commerce on Sept. 4, voted to remove the limitation of membership, which was 550, and to make the membership fee \$5,000. Rule 25 providing for the purchase of memberships held by estates and for a special assessment to procure these was abolished and \$33,000 collected by this assessment in the last two years was converted to the fund to retire building bonds.

Peter Johnson, a well known member of the grain trade, died Aug. 21, at the age of 69. Mr. Johnson had resided at this city for the last 45 years, and for 20 years had been engaged in the grain business. In 1890, he formed a partnership with Nels Olson under the name of Johnson & Olson and that firm still conducts a hay and grain business on 4th st., being members of the Chamber of Commerce. He was also a member of the Johnson-Olson Grain Co. which has offices in the Flour Exchange Bldg.

Our plant will be in operation in November. It is at the present time equipped with absolutely new machinery for the manufacture of semolinas from durum wheat, to a capacity of one thousand barrels per day. The other half of the mill will later be equipped with other mill machinery which we are not ready to announce. Our buildings are all new and we have storage for 250,000 bus. of grain and 25,000 bbls. of flour. We are located on the C. M. & St. P. Ry. Co.'s tracks and most favorably situated for obtaining our wheat, having the very best facilities for out-bound freight, have half a mile of track-age besides being directly at the end of one of the large distributing yards of the C. M. & St. P. Ry.'s terminals. Our buildings are fireproof and our plant will be operated by steam with a 600-h.p. tandem compound condensing corliss engine which will also generate electricity for the operation of a great many machines, our elvtr. and our lighting system.—Yerxa, Andrews & Thurston, by Jas. C. Andrews.

MISSOURI

Rich Hill, Mo.—Leo Lewis is said to be figuring on plans for building an elvtr.

Lee's Summit, Mo.—We have put in a 30 h.p. Witte Engine.—Lee's Summit Mill & Implement Co.

Harrison, Mo.—J. C. Bookhart & Co. have taken over the business of the Moody Grain, Ice & Coal Co.

Union Star, Mo.—The J. L. Frederick Grain Co. has completed its elvtr. and it is now in operation.

Louisiana, Mo.—We expect to repair our elvtr. and make extensive improvements.—J. C. Pribe, mgr. Anderson-Garner Co.

Slater, Mo.—The Coker Elvtr. Co. leases the plant of the C. Pollock Mlg. Co., which has not been in business here for the last 2 years.

Brunswick, Mo.—We will build a 32x60 warehouse, installing a complete equipment of feed grinding machinery.—Owen Grain & Mlg. Co.

Pleasant Hill, Mo.—Next year before wheat season opens we expect to build a 15,000-bu addition to our elvtr.—Hunt Eros. Mlg. Co.

St. Joseph, Mo.—The elvtr. of the Great Western Elvtr. Co., formerly operated by the Burke Grain Co., is closed.—T. P. Gordon Com's'n Co.

Lee's Summit, Mo.—We have just completed the building of a 22x40 warehouse for handling flour and feed.—Lee's Summit Elvtr. & Grain Co.

Tipton, Mo.—I contemplate the erection of a two bin addition to my elvtr. and the installation of a cleaner and either hopper or automatic scales.—A. L. Finley.

Holden, Mo.—We have installed new dumps and a 25-h.p. motor in our elvtr. A new Corliss engine in our mill generates our electricity.—Holden Mlg. & Elvtr. Co.

California, Mo.—The loss on my elvtr., which was damaged by fire July 7, has been satisfactorily settled. It amounted to about \$200. The blaze was due to a spark from a passing engine.—Geo. Cavers.

La Clede, Mo.—The grain dealers of the north half of Missouri will meet in Moberly on Sept. 22. We look forward to a very enthusiastic meeting at that time. This is the second attempt by the dealers of the State to form an organization of this kind, but we think this time the dealers are all interested, and they know more about the advantages of organization.—O. A. Talbott & Co., per C. B. Talbott.

KANSAS CITY LETTER.

The Samuel Hardin Grain Co. has moved from the Gibraltar Bldg. to the Board of Trade.

C. C. Andrews is one of the new members of the Western Grain Co. The firm has a membership on the Kansas City Board of Trade.

W. B. Stowers, formerly of Ft. Worth, expects to enter the grain business again. He will have an office with the Samuel Hardin Grain Co.

Members of the Merchants Exchange on Aug. 25 adopted a resolution asking the directors of the Exchange to increase the rate of commission for handling corn from 1/2 ct. for non-members to 3/4 ct., and from 3/4 ct. for members to 1/2 or 5/8 cts.

R. D. Sangster of Muskogee, Okla., has been appointed to succeed H. G. Wilson as traffic com's'ner. Mr. Sangster has been connected with traffic interests for the last 16 years and was mgr. of the traffic bureau of the Commercial Club of Muskogee.

The lure of the life of a traveling grain solicitor and the distinction of being one of the few women grain solicitors have lost their charm for Miss Jessie M. Barnhill, who has been with the Kemper Grain Co. for many years. Miss Barnhill, who is well known to the grain men of this territory, will lay down all her honors Sept. 12 and will become Mrs. A. N. Gerecke of Omaha, where her future husband is engaged in the wholesale drug business. Mr. Gerecke is to be congratulated; but the grain trade loses a valuable member.

Theo. E. Cunningham of Chicago has been elected to membership in the Board of Trade, on transfer from J. D. Seitz.

The Missouri & Kansas Hay & Grain Co. has leased a site and will build an elvtr. The lease is for 5 years at \$1,800 a year and covers 12,000 sq. ft. of property.

D. F. Piazzek is chairman of the entertainment com'lite of the Board of Trade for the G. D. N. A. convention. Mr. Piazzek, C. W. Lonsdale, F. C. Hoose, B. L. Hargis and G. S. Carkener, members of the com'lite, are working hard for the success of the meeting.

ST. LOUIS LETTER.

T. F. Blake has applied for membership in the Merchants Exchange.

On account of the stress of his own affairs, Harry E. Haliday recently resigned as a director of the Merchants Exchange. His successor is Edward C. Andrews.

John W. Teasdale, pres. of the John W. Teasdale Com's'n Co., found that a large amount of jewelry, silver and other articles of value had been stolen from his residence during the family's vacation in Michigan.

The transit buro, in charge of Mgr. McMillan, was discontinued Sept. 1, the carriers notifying the trade that after that date the handling of transit matters for the various lines at this market will be in the hands of the following persons: C. R. I. & P., E. J. Neill, gen. agt.; C. B. & Q., Wabash and C. & A., J. M. Ritchey; Mo. Pac. and Iron Mountain, J. L. Ames, gen. agt., or E. J. Graney, local agt. Inbound billing will be surrendered to the representatives of each line, which will make the necessary record of transit operations.

MONTANA

Dunkirk, Mont.—The elvtr. of McCabe Bros. is closed.

Roy, Mont.—The elvtr. of J. E. Cox & Son has been completed.

Broadview, Mont.—The 45,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed.

Box Elder, Mont.—The Rocky Mountain Elvtr. Co. contemplates the erection of an elvtr. here.

Simms, Mont.—The Montana Central Elvtr. Co. has reopened its elvtr. T. F. Cruzen is again mgr.

Gilman, Mont.—The Montana Central Elvtr. Co. has opened its elvtr. S. F. Morton of Valier is mgr.

Laurel, Mont.—The elvtr. of the Farmers Elvtr. Co. has practically been completed and is now in operation.

Philipsburg, Mont.—Chas. Rawson has succeeded Geo. Metcalf as mgr. for the Granite County Mlg. & Elvtr. Co.

Geraldine, Mont.—The elvtr. of The State Elvtr. Co. has been completed and will be put into operation in a few days.

Shields Siding (Wilsall p. o.), Mont.—K. K. Liquin of the Liquin-Williams Co., of Wilsall, is building an elvtr. here.

Ingomar, Mont.—The elvtr. of the Musselshell Valley Grain Co. of Melstone has completed its elvtr. here.—G. A. G.

Harlem, Mont.—The elvtr. of the Imperial Elvtr. Co. has been reopened with A. B. Winkenwede of Malta as mgr.

Great Falls, Mont.—The Cargill Com's'n Co., of Minneapolis, has opened a branch office here with A. S. Boulton in charge.

Shepherd (no p. o.), Mont.—The elvtr. of the Occident Elvtr. Co. is nearing completion and will be ready for fall grain.

Comerstown (Westby p. o.), Mont.—We are building a 20,000-bu. elvtr. here.—Geo. L. Onstad, pres. and mgr. Onstad Grain Co.

Boyer sta. (Scobey p. o.), Mont.—I am now located at this station.—O. J. Christianson, formerly mgr. for the Montana & Dakota Grain Co. at Plentywood.

Coburg, Mont.—Geo. C. Mead is building a 30,000-bu. elvtr. at this station. The house will be known as the G. C. Mead Elvtr. and is on the Gt. Nor. R. R.

Christina (Hilger p. o.), Mont.—The recently incorporated Farmers Elvtr. Co. is building an elvtr. and will equip it with machinery from the American Supply Co.

Missoula, Mont.—The Missoula County Clearing House, incorporated to market grain and other farm produce; capital stock \$100,000; the Society of Equity incorporator.

Geyser, Mont.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000; incorporators, Frank W. Mitchell, of Stanford, and R. J. Walker, S. S. Hobson and J. G. Parker, of Geyser.

Great Falls, Mont.—D. S. Phillips and G. W. Cochrane, of Minneapolis, have opened the old elvtr. of the Horner & Monda, and will buy grain, operating as Phillips & Cochrane.

Denton, Mont.—The Farmers Elvtr. Co. has been organized with a capital stock of \$20,000. The company has bot the elvtr. of B. F. Antonsen and will operate it with F. E. Osborn as mgr.

Hingham, Mont.—Hyrum Christensen was elected pres. of the Farmers Elvtr. Co. at its recent annual meeting. Other officers are N. C. Wright, vice-pres.; H. E. Kruse, sec'y, and J. C. Kindschy, treas. G. H. Cross is mgr.

Joliet, Mont.—The grain warehouse of the Joliet Flouring Mills & Elvtr. Co. was the only building that was not destroyed in a fire which burned the rest of the plant. The total loss was \$25,000 and is not covered by insurance.

Fairview, Mont.—J. E. Ritter is mgr. for the Farmers Elvtr. Co., Frank Ahern for the Farmers Co-operative Elvtr. Co. and Warren Jennison for the Fairview Mill Co. A. E. Monson is buyer for the mill company.—Farmers Elvtr. Co.

Winifred, Mont.—W. A. Cragin, who is building an elvtr. at this station, was recently arrested for selling a stray steer which wandered on his ranch a few months ago. Mr. Cragin, who is from the east, had no knowledge of cattle trading in the west, or the meaning of brands, etc.

Flaxville, Mont.—The elvtr. of the International Elvtr. Co. has been completed. I am buyer.—The farmers have organized and will build a flat house for fall trade, putting up a modern house next year.—The elvtr. of the Flaxville Elvtr. Co. has been opened.—L. A. Brown, formerly at Petersburg, N. D.

NEBRASKA

Albion, Neb.—Pres. C. G. Barnes of our company is also mgr.—Albion Mfg. Co.

McLean, Neb.—Farmers are interested in the organization of an elvtr. company.

North Bend, Neb.—The Farmers Union has bot the elvtr. of the Farmers Elvtr. Co.

Memphis, Neb.—The farmers are organizing an elvtr. company and will build or buy an elvtr. here.

Cook, Neb.—I am mgr. of the Cook Lbr. & Grain Co. A. A. Tanner recently became prop.—H. R. Proffitt.

Cedar Rapids, Neb.—The elvtr. of the Omaha Elvtr. Co. has not been open for the last 2 or 3 years.

Howells, Neb.—Emil Herman has succeeded Frank V. Uridel as mgr. for the Nye-Schneider-Fowler Co.

Imperial, Neb.—The elvtr. of the Central Granaries Co. has been completely remodeled and is in first class shape.

Edison, Neb.—E. Stockham still leases an elvtr. here, but the house is not in operation at present.—L. B. Simmons.

Springfield, Neb.—The elvtr. of Johnson & Bates, leased by the Lincoln Grain Co., has been repaired.—M. A. Hurley, agt.

Sioux, Neb.—We have no elvtrs. in Sioux or in South Sioux City, Neb. The Crystal Lake Distillery Co. does not handle grain except for its own use and the plant is now closed. It may open later, however, if the litigation it is now in is settled.—S. T. A.

Laurel, Neb.—I am now mgr. for the Leopold-Hoeser Grain Co. at Brunsville, Ia.—H. Ryan, formerly mgr. Laurel Roller Mills.

Fremont, Neb.—The elvtr. of the Omaha Elvtr. Co. burned June 20, 1913, has not been rebuilt.—E. E. Heald, mgr. Updike Grain Co.

Hampton, Neb.—The plant of the Hampton Mill & Grain Co., controlled by the Aurora Mfg. Co., burned recently; loss \$25,000; insurance \$12,000.

Fairfield, Neb.—I have succeeded T. M. Morrison as mgr. for the Hynes Elvtr. Co. at this station.—J. L. Smith, formerly at Newmarch, Hastings p. o.

Hoskins, Neb.—The elvtr. of the P. B. Mann-Anchor Co. which has been closed since last spring has been opened by A. T. Wadell, mgr. for the company.

Kimball, Neb.—E. E. Gooding is now pres. of the Farmers Elvtr. Co. and G. W. Perry is sec'y. The company is considering the erection of an elvtr.

Homer, Neb.—I understand that C. A. Hiserote, who recently bot the Homer Elvtr., has also taken over the lease on the elvtr. of C. H. Cratty.—S. T. A.

Winside, Neb.—E. W. Cullen, mgr. for the Anchor Grain Co., will remain as mgr. for the new company, which now operates as the P. B. Mann-Anchor Co.

Lexington, Neb.—W. E. Tomlinson has resigned his position with the Lexington Mill & Elvtr. Co. and will join the working force of a milling company at Fremont.

Haigler, Neb.—Officers of our company are L. J. Nettleton, pres.; John Brunswick, vice-pres., and T. J. McKee, sec'y-treas.—Chas. Balderston, mgr. Haigler Equity Exchange.

Newmarch sta. (Hastings p. o.), Neb.—I have been succeeded at this station by Mr. Moritz, Jr., of the Moritz Lbr. & Grain Co.—Jay L. Smith, mgr. Eynes Elvtr. Co., Fairfield.

Valley, Neb.—The Farmers Co-operative Ass'n incorporated to deal in grain, live stock, hay, etc.; capital stock \$15,000; incorporators C. W. Miller, A. E. Burke, John C. Peterson and others.

Lyons, Neb.—We have bot the elvtr. formerly operated by Peter Heintzleman and will operate it in connection with our lumber yard, which we have been running for 30 years.—Little Lumber Co.

Leigh, Neb.—The Farmers Co-operative Merc. Co. has bot the business of the Crowell Lbr. & Grain Co. and I have been mgr. since Sept. 1.—F. V. Uridel, formerly mgr. Nye-Schneider-Fowler Co., Howells.

North Platte, Neb.—The report that the North Platte Hardware & Elvtr. Co. had been incorporated here is wrong. The name of the company was the North Platte Hardware & Furniture Co.—North Platte Roller Mills.

Homer, Neb.—J. E. Moore is in charge of my elvtr. and is not second man, as recently reported in these columns. I will operate the elvtr. which has been known as the Homer Elvtr. in my own name.—C. A. Hiserote.

Bladen, Neb.—Wm. Rundberg & Co., of Ong, operating an elvtr. at this station, filed a petition in bankruptcy Aug. 31. Many farmers who had wheat stored in the 40,000-bu. elvtr. of the company will feel a heavy loss.—S. T. A.

Omaha, Neb.—The banishment of the straw hat on Sept. 1 was emphatically enforced on the floor of the Grain Exchange. Over 100 members who ventured to appear in their summer headgear were compelled to buy new hats to wear home.

Moorefield, Neb.—James Pearson, mgr. for the Shannon Grain Co. since 1909, has been nominated for Lieut.-Governor on the Democratic ticket, and Mr. Pearson hopes thru the aid of the "grain boys" to win. Mr. Pearson is well known in the political circles of his state, having been representative for the 66th district, temporary speaker of the House, and a member of a number of important legislative com'tes.

NEW ENGLAND

Great Barrington, Mass.—The Peterson Grain & Coal Co. will discontinue its business here after Dec. 1. J. A. Griffith of Ashley Falls will succeed it.

Boston, Mass.—Robt. S. Wallace, who has been connected with various depts. of the Chamber of Commerce for a number of years, has resigned. He will join the working forces of Chas. A. Rache.

Concord, Mass.—Benj. W. Brown, whose elvtr. burned Aug. 20, with a loss of \$3,000, committed suicide Aug. 29 by throwing himself into the Assabet River. A note which he had left at home saying that he was about to drown himself was found a short time before he was seen to jump into the river, but the police who had been notified by his family arrived too late to prevent the deed. Mr. Brown was 70 years old and had been a member of the Boston Chamber of Commerce for many years. He started in the grain business here 38 years ago, taking over the Concord Elvtr., owned by A. Tower, in 1876. Later on the business was incorporated as the B. W. Brown Co. and a branch in Bedford operated as the Bedford Coal & Grain Co. His oldest son, Roger W., is mgr. here and another son, Allen, is mgr. at Bedford. He is survived by three sons and a daughter.

NEW YORK

New York, N. Y.—L. C. Isbister, reptg. the Hancock Grain Co. at this market, has applied for membership in the Produce Exchange.

Mt. Morris, N. Y.—The elvtr. of the Ferrin Bros. Co., Inc., has been reopened with Ray Bryce of Linwood succeeding Mgr. Lincoln, who resigned.

Buffalo, N. Y.—The Eastern Grain, Mill & Elvtr. Corporation incorporated; capital stock, \$10,000; Nisbet Grammer, J. J. Rammacher and F. J. Maurer, incorporators.

New York, N. Y.—Henry B. Hebert, pres. of the Produce Exchange in 1904 and 1905, is seriously ill. His many friends on 'change are hoping to hear of his rapid recovery.

New York, N. Y.—Frank W. Losee, of Parker & Graff, has been admitted to membership in the Produce Exchange. E. Erickson, of Maclaren & Gentles, has applied for membership.

Buffalo, N. Y.—Chippewa Feed & Grain Co. incorporated; capital stock, \$10,000; M. A. Donner, H. A. Smith and M. E. C. Burns, incorporators. The company has opened an office in the Chamber of Commerce Bldg. and will handle all mill feeds and specialties in grain.

Oneida, N. Y.—After 18 hours' deliberation the jury, in the case of Max Hart of New York, Frank W. Fowler of Pittsburgh, A. E. Wuppermann of New York and A. S. Work of Chicago, charged with conspiring to wreck the Oneida Mfg. Co. and using the mails to defraud, found the defendants guilty of using the mails to defraud in connection with the defunct company. None of the defendants were found guilty of conspiracy.

NORTH DAKOTA

Minot, N. D.—The Farmers Elvtr. Co. will build an addition to its elvtr.

Kathryn, N. D.—E. Eggen is now mgr. of the Farmers Mutual Elvtr. Co.

Linton, N. D.—Work has been started on the elvtr. of the Farmers Union.

Pelto (Brocket p. o.), N. D.—The Farmers Elvtr. Co. has a new 20,000-bu. elvtr.

Glover, N. D.—The Knox Grain Co. has opened its elvtr. A. L. Edmunds is mgr.

Chaseley, N. D.—Herman Gehrke, of Berwick, is now mgr. of the Farmers Elvtr. Co.

Dore sta. (Fairview, Mont., p. o.), N. D.—O. W. Pagel is now mgr. for the Farmers Elvtr. Co.

Voltaire, N. D.—M. Iverson has succeeded Mgr. Halvorson with the Farmers Elvtr. Co.

Kenmare, N. D.—It is reported that the Frontier Mill, burned July 9, will be rebuilt.

New Rockford, N. D.—F. E. Reid has been elected sec'y-mgr. of the Farmers Elvtr. Co.

Wildrose, N. D.—I have bot the elvtr. of the St. Anthony & Dakota Elvtr. Co.—C. O. Highum.

Hannah, N. D.—The Farmers Elvtr. Co. has repaired its elvtr. and put it in first class shape.

Jarvis (Bisbee p. o.), N. D.—The Acme Grain Co. suffered a \$100 fire loss in its elvtr., Aug. 28.

Lark, N. D.—The recently incorporated Lark Equity Exchange has bot the elvtr. of the Chase Co.

Reynolds, N. D.—The elvtr. of the Farmers Elvtr. Co. was recently slightly damaged by fire.

Lansford, N. D.—The elvtr. of D. C. Dunivan was damaged by fire, Aug. 17, to the extent of \$50.

Osnabrock, N. D.—I have leased the elvtr. of Thos. Barry and am managing it myself.—Robt. Love.

Strasburg, N. D.—We have bot the elvtr. of Cleveringa & Dornbush.—Ed. L. Kruger, Seeman & Kruger.

Brisbane, N. D.—The Brisbane Equity Exchange has let contract for an elvtr. and work has been started.

Kaiser, N. D.—I have bot the elvtr. of the Dakota Grain & Lbr. Co. at this station.—G. D. Riesland, Mandan.

Goodrich, N. D.—The Farmers Educational Co-operative Union has bot the elvtr. of the Crown Elvtr. Co.

Velva, N. D.—Rudolph Siegel, of Sheyenne, has succeeded L. B. Monicken as mgr. for the Farmers Elvtr. Co.

Rival (Columbus p. o.), N. D.—We will not rebuild our elvtr. recently destroyed by lightning.—Minnekota Elvtr. Co.

Clyde, N. D.—W. A. Turner, formerly mgr. Farmers Elvtr. Co., of Weaver, is now mgr. of the Farmers Elvtr. Co. here.

Trenton, N. D.—B. F. Keith is now agt. for the Victoria Elvtr. Co. here.—C. F. Schoen, agt. same company, Charbonneau.

Trenton, N. D.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the Rugby Mfg. Co. P. H. Morrow is agt.

Edinburg, N. D.—The 45,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed. It is up-to-date in every respect.

Buttville, N. D.—The Farmers Elvtr. Co. has completed the repairing and remodeling of its elvtr. and is now operating it.

Genoa (Surrey p. o.), N. D.—The recently organized Farmers Equity Exchange is negotiating for the elvtr. of Ray & Chaplin.

Havana, N. D.—We have installed a 5-ton Fairbanks Dump Scale in our elvtr. at this station.—Norman & Mohn Elvtr. Co., Kidder, S. D.

Napoleon, N. D.—Peters Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, W. Savage, A. F. Sheldon, and W. M. Toddings.

Whitman, N. D.—We have sold our elvtr. here to the Equity Elvtr. & Trading Co., but will continue to operate at Michigan.—Lamb Elvtr. Co.

Aneta, N. D.—I am agt. for the Cargill Elvtr. Co. at this station. I formerly bot for them at Colfax and later at Lidgerwood.—Carl Lawdahl.

Tioga, N. D.—The Victoria Elvtr. Co. will install an 8-h.p. gasoline engine with built-in magneto, purchased from the Fuller & Johnson Mfg. Co.

Almont, N. D.—The Farmers Elvtr. Co. is being incorporated; G. G. Chamberlain is interested in the company which will build or buy an elvtr. this fall.

Rhame, N. D.—We have incorporated for \$10,000. Fred Weir is pres.; W. W. Thorne, sec'y, and myself, mgr. and buyer.—C. E. Carlson, Farmers Elvtr. Co.

Benedict, N. D.—I have bot and will operate the elvtr. owned by the Farmers Grain Co.—M. T. Burger.—The farmers company was foreclosed some time ago.

Courtenay, N. D.—The Courtenay Farmers Co-operative Ass'n incorporated; capital stock, \$15,000; J. H. Albrecht, E. A. Kellogg and John Kasper, incorporators.

Lynchburg, N. D.—A. McDonald has succeeded D. A. Haan as mgr. for the Farmers Elvtr. Co. Mr. Haan has gone to Sherwood, where he will manage an elvtr.

Rugby, N. D.—Rugby Elvtr. Co. incorporated; capital stock, \$100,000; incorporators, Chas. Jennison, A. H. Grube, H. O. Frank and others. A. W. Jennison is mgr.

Whitman, N. D.—Officers of the Equity Elvtr. & Trading Co. are John Vasicek, pres.; A. J. Moen, vice-pres.; G. A. Olson, sec'y-treas., and F. J. Ponzor, buyer and mgr.

Hastings, N. D.—The elvtr. of the Andrews Grain Co. was reopened Sept. 1.—The Dodge Elvtr. Co. has repaired and improved its elvtr.—A. Eggen, mgr. Farmers Elvtr. Co.

Portland, N. D.—We have built a new engine room and office and have installed new belting. We have also repaired the driveway.—C. O. Brager, agt. Federal Elvtr. Co.

Forbes, N. D.—John Wirch was elected pres. of the Farmers Elvtr. Co. at the recent annual meeting. Other officers are John Hoffman, vice-pres., and G. B. Howell, sec'y-treas.

Whitman, N. D.—New agts. here are Will Shirek, for the Spaulding Elvtr. Co.; W. M. Kangas, for the Northland Elvtr. Co., and myself, for the Atlantic Elvtr. Co.—A. J. Morris.

Grant Siding (Fairview p. o.), N. D.—Work has been started on the elvtr. of the Farmers Elvtr. Co. and it is hoped that the house will be completed for operation this fall.

Stewartsdale, N. D.—There will be some track loading here—I have just left Minneapolis terminals and taken a country house.—W. A. Clark, agt. Bismarck Elvtr. & Investment Co.

Alexander, N. D.—Gunder Olson Grain Co., incorporated, capital stock, \$25,000; incorporators, Gunder Olson, Grafton; P. R. Henricks, Alexander, and G. C. Gunderson, Alexander.

Watford (Schafer p. o.), N. D.—The new elvtr. of the Farmers Elvtr. Co. will be completed Sept. 15, and will be put into operation at once. R. J. Folven is mgr.—J. C. Zeller, sec'y.

Glover, N. D.—Geo. A. Edmunds, formerly traveling solicitor for the John Miller Com's'n Co., is now mgr. of the Glover Holding Co. Mr. Edmund's former address was Buxton.

Wheelock, N. D.—We are building a 20,000-bu. annex and will install an 8-h.p. engine and a Fairbanks scale. We will have a total capacity of 38,000 bus.—C. W. Truesdell, agt. Victoria Elvtr. Co.

Merricourt, N. D.—We will not rebuild our elvtr. burned July 26. The fire was caused by a spark from an engine and the house was a total loss.—W. C. Caldwell, mgr. Caldwell Elvtr. Co., Monango.

Osnabrock, N. D.—The St. Anthony & Dakota Elvtr. Co. has overhauled its elvtr. and has painted the house.—E. E. Amerman is now agt. for the Northwestern Elvtr. Co.—Iver L. Dahl, agt. Imperial Elvtr. Co.

Venlo (Anselm p. o.), N. D.—Officers of the recently incorporated Farmers Elvtr. Co. are N. Stoffel, pres.; B. F. Rife, treas., and R. E. Kratt, sec'y. The company has bot the elvtr. of the Osborne McMillan Elvtr. Co.

Buchanan, N. D.—The Occident Elvtr. Co. has installed a 10-h.p. Fairbanks Engine. Frank Sturma is again agt. after a season's absence.—L. F. Northrup, agt. North Star Grain Co., Parkhurst (Jamestown p. o.).

Hatton, N. D.—J. M. Johnson, mgr. of the Farmers Elvtr. Co., has resigned and will travel northwestern Minnesota and the northern part of this state for C. C. Wyman & Co. of Minneapolis. Ed Mickelson will succeed him as mgr.

Minden (Washburn p. o.), N. D.—We are operating an elvtr. here as Otto L. Schulz & Co.—The Occident Elvtr. Co. has wrecked its elvtr. at Washburn and is rebuilding it here. It will soon be ready for business.—Otto L. Schulz.

Shields, N. D.—Officers of the recently incorporated Farmers Elvtr. Co. are Mike Brown, pres., and myself, sec'y-treas. We are building a 30,000-bu. elvtr., 30x33 ft., on the Cannon Ball Branch of the C. M. & St. P. R. R.—C. J. Klahn.

Strasburg, N. D.—German Grain Co. incorporated; capital stock, \$50,000; incorporators, A. L. Baumgartner, M. Brickner, L. E. Mastel, Jos. Dillman, and Romanus Bickner, of this place, and E. G. Terwillinger, of Minneapolis.

Stagjville (Wyndmere p. o.), N. D.—Stagj & Sons have opened their elvtr. again under the management of Frank Stagj. They now have a fine big automobile to do the hustling.—H. A. Jacobs, agt. Atlantic Elvtr. Co., Mantador.

Northwood, N. D.—The Heising Elvtr. Co. has bot one of the elvtrs. of the Andrews Grain Co. This will replace the house burned last February. J. S. Nelson will be mgr. The Andrews Grain Co. has another elvtr. at this station.

McClusky, N. D.—Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, A. C. Booth, C. O. Bennett, J. H. Register, A. J. Kramer, Conrad Hahn, Joe W. Turnbull and Andrew Schachals. The company has bot an elvtr. here.

Parkhurst (Jamestown p. o.), N. D.—We have installed a new cup belt and a cement pan in our elvtr. We have also equipped the house with a Fairbanks engine and the elvtr. is now in good shape.—L. N. Northrup, agt. North Star Grain Co.

Taylor, N. D.—The Farmers Elvtr. Co. is rebuilding its elvtr. burned Apr. 22. The new house has a capacity of 45,000 bus. and is equipped with a complete electric light plant in the basement, which will furnish lights for the elvtr. and the town.

Williston, N. D.—Williston Mill Co. incorporated; capital stock \$100,000; incorporators, Chas. W. Jennison, of Williston; Herman O. Frank and Wm. J. Miller, each of Minneapolis; Warren J. Jennison, of Fairview, Mont., and Gilbert I. Johnson, of Williston.

East Fairview (Fairview, Mont., p. o.), N. D.—The Fairview Mill Co., incorporated; capital stock, \$50,000; incorporators, Chas. W. Jennison and Arthur K. Grube, of Williston; Herman O. Frank and Wm. J. Miller, each of Minneapolis, and Warren J. Jennison.

Mantador, N. D.—On Aug. 22, a tornado almost cleaned up our village. Every window in our elvtr. was blown out and could not be found. The roof of the driveway was also badly damaged. The elvtr. of the Farmers Elvtr. Co. was also damaged, but repairs have been made.—H. A. Jacobs, agt. Atlantic Elvtr. Co.

Adams, N. D.—Our total loss on the elvtr. struck by lightning and burned Aug. 8, was \$5,500, and the loss on grain was \$545.99, both were covered by insurance. We have bot the elvtr. of the Northland Elvtr. Co. and are now operating it. We will rebuild our old house in the spring and will put up an up-to-date elvtr. equipped with the latest machinery. We have installed new scales on the old site to take care of the coal business.—J. S. Broberg, mgr. Farmers Elvtr. Co.

OHIO

Dawn, O.—De Bolt & Niswonger have sold their elvtr.

Lucas, O.—The Farmers Equity Union will build an elvtr.

Hamler, O.—I am now located here.—Frank Felger, formerly at Medicine Hat, Alta.

Fostoria, O.—P. J. Flynn succeeded F. E. Near as our supt.—M. W. Abbott, Harter Mlg. Co.

Crestline, O.—C. L. Otto has bot the plant of Wever Bros. Co. and will operate as the Phoenix Mill.

Mansfield, O.—The new 25x45 ft., 1-story office building of the Goemann Grain Co. has been completed and is now in use.

La Carne, O.—Mail addressed to Harmon Brokate at this station has been returned unclaimed and we are advised that there is no elvtr. here.

Mansfield, O.—G. D. Campbell and E. E. Cochran have bot the elvtr. of Bowden & Sturtz and will operate as the Richland Hay & Grain Co.

Toledo, O.—W. S. Thompson, formerly with the Goemann Grain Co., has been appointed chief clerk of the recently organized traffic dept. of the city.

Bellevue, O.—Burglars forced an entrance thru a window in the elvtr. of the Farmers Elvtr. Co. and overhauled the office, but nothing has been found missing.

Marion, O.—We are remodeling the elvtr. recently purchased from A. W. Baxter. We have sold our elvtr. at Williamsport, Ind.—F. R. Miller, mgr. Miller Bros. Grain Co.

West Liberty, O.—R. S. Yoder has bot the interest of Jas. L. Funk in the firm of Yoder & Funk and R. S. will become a partner of S. P. Yoder, Mr. Funk's former partner, Sept. 15.

Savannah, O.—The new railroad will be completed to this point in a few days and work on the new elvtr. of J. J. Brown will be rushed. It will be operated as the Savannah Elvtr. Co.

Mansfield, O.—J. Wallace, who recently bot the grain and hay business of J. D. Winters, operated under the name of the Mansfield Hay & Grain Co., will continue to operate it under the old name.

Columbus, O.—Sec'y J. W. McCord reports that over 50 new members have been added to the state ass'n, and 11 old members have been reinstated, so that the membership is larger than ever before.

Dayton, O.—It is reported that the Gehhart Mlg. Co. contemplates retiring from the milling business. The company recently remodeled its old mill into a power plant. A part of the company's plant burned June 5.

Portsmouth, O.—H. S. Grimes, who was recently under the care of specialist at the Mt. Carmel Hospital at Columbus, has returned home and is feeling much better. His many friends in the trade are "pulling" hard for his complete recovery.

Conover, O.—The Conover Grain Co. incorporated; capital stock, \$10,000; F. H. McGuffey, Wm. Cavin, W. B. Moon and A. J. Brantner of Conover and B. F. Smith of Cassstown, incorporators. The company has bot the elvtr. of C. W. Shaffer and will start operations at once.

Columbus, O.—R. W. Neumann was arrested, Aug. 27, charged with using the mails to defraud. It is alleged that he has been operating a "puts and calls" brokerage business. Neumann is pres. of the Columbus Glove Co. Pending the posting of \$1,000 bail, he is in jail.

Bucyrus, O.—The new 4-story addition to the plant of Zeigler & Co. will be used as an elvtr. and will be equipped with complete grain handling machinery, including a corn sheller, two scales, a hopper scale and cleaner. The company has also installed a 125-h.p. gas engine and a 200-lamp electric lighting system, a 22-inch attrition mill, suction dust collector and ring oil bearings on the shafts.

Columbus, O.—The many friends of J. W. McCord, Sec'y of the Ohio Grain Dealers Ass'n and the Ohio Shippers Ass'n, will be pleased to know that he has fully recovered from the serious attack of indigestion which he had at Chicago recently and is quite himself again.

CINCINNATI LETTER.

Ned. H. Sturn has applied for membership in the Chamber of Commerce.

Edwin Henes is now with Henry W. Brown & Co.

Herbert H. Mueller has been admitted to membership in the Chamber of Commerce.

The Emrick Hay & Grain Co. incorporated; capital stock, \$10,000; Harry T. Evans, Chas. B. Hill, J. R. Stafford, C. S. Emrick and L. W. Ley, incorporators.

The Chamber of Commerce has just published an 8-page pamphlet giving the rules of the exchange governing the grading of grain and hay. The hay rules are new and became effective Aug. 10.

Jas. E. Groff, Bernhard Thomas, John Marksberry and August J. Knapp have been admitted to membership in the Chamber of Commerce. Mr. Knapp was admitted on transfer from Jas. A. Vine.—Wm. Caulkins, supt.

OKLAHOMA

Shawnee, Okla.—The Shawnee Mlg. Co. has built an addition to its office.

Norman, Okla.—The Norman Mlg. & Grain Co. has put a glass front in its office building.

May, Okla.—The elvtr. of the C. B. Cozart Grain Co. has been opened with Eert Flint as mgr.

Aline, Okla.—J. M. Sheppard has put in new scales and an elvtr. Both of the elvtrs. here are in operation.

Ponca City, Okla.—The J. S. Hutchins Grain & Elvtr. Co. has succeeded the Arkansas City Mlg. Co. here.

Capron, Okla.—The elvtrs. at this station are still buying wheat, altho reports to the contrary have been circulated.

Hopeton, Okla.—I have bot an elvtr. here and am operating as the Hopeton Elvtr. Co.—P. C. Burge, formerly at Perth, Kan.

Stecker, Okla.—I am now located at American Falls, Ida.—Chas. F. Goss, formerly with the Pond Creek Mill & Elvtr. Co.

Leedey, Okla.—The partnership of W. A. McMahan and G. T. Walker has been dissolved and W. A. McMahan and O. Green are operating the elvtr. as the McMahan Grain Co.

Blackwell, Okla.—Mr. Hays is still in the grain business at Blackwell under the name of the Hays Grain Co., but the firm of Vandenberg & Hays has been dissolved.—Jesse Vandenberg.

Arapahoe, Okla.—The Geo. Koch Grain Co., of Wichita, has bot the elvtr. of the Farmers & Merchants Elvtr. Co. The elvtr. has been thoroughly overhauled and is in operation by the new owner.

Roosevelt, Okla.—Our elvtr. here has been closed on account of the recent embargo, but will be reopened and operated by us when business opens up again. I live in Enid, but expect to engage in the grain business further north this fall when I can find a suitable location.—Wm. Truitt, partner in the Alexander Grain Co.

OREGON

La Grange, Ore.—The elvtr. and warehouse of the Pioneer Flouring Mills Co. burned recently.

Portland, Ore.—The Dept. of Agriculture has opened a grain standardization bureau here. The work is in charge of L. M. Jeffers, who has been transferred from the Baltimore office. E. H. Flanner, from the Decatur office, is one of the office force.

Imbler, Ore.—Fully \$84,000 worth of wheat was burned at the time of the fire in the plant of the Imbler Flouring Mill Co., Aug. 16. The fire is thot to have started in a hot box in the elvtr. The plant had recently been remodeled and all of the new machinery, including a large dynamo and motor, is reported to have been completely destroyed.

PENNSYLVANIA

Manheim, Pa.—Frank K. Nauman has installed an attrition mill.

West Newton, Pa.—Weddle & Sutton have installed a 10-ton Fairbanks Wagon Scale.

Philadelphia, Pa.—Treas. Jos. W. Beatty of the Commercial Exchange is slowly convalescing from his recent serious illness and is strong enuf to visit the office once in a while. He hopes to get into harness again soon.

Atlantic City, N. J.—The 37th annual convention of the Pennsylvania Millers State Ass'n will be held at the St. Charles Hotel in this city, Sept. 8-10. An address on "Safety Appliances in Flour Mills, Grain Elvtrs. and Warehouses" will be delivered by H. V. White of Bloomsburg, Pa.

SOUTH DAKOTA

Alpena, S. D.—John Wahl will be buyer for A. H. Betts at this station.

Naples, S. D.—I am now mgr. for the B. B. Grain Co.—L. H. Burleson.

Turton, S. D.—J. E. Blanchette is agt. for the Atlas Elvtr. Co.—C. W. Derr.

Bemis, S. D.—Wm. Klippstein is now agt. for E. A. Brown.—C. W. Bremer.

Chelsea, S. D.—I have just bot the elvtr. of D. E. Stoddard.—H. W. Miller.

Chelsea, S. D.—I am now agt. for G. W. Van Dusen & Co. here.—W. F. Keating.

Wagner, S. D.—The elvtr. of M. King has been thoroughly overhauled and repaired.

Bloomington sta. (Geddes p. o.), S. D.—M. King has built an elvtr. at this station.

Canova, S. D.—Chas. Van Dewater is now mgr. for J. T. Scroggs.—J. J. Mul-laney.

Yankton, S. D.—The Hawkeye Elvtr. Co. is not doing business here now.—H. De Camp.

Lane, S. D.—F. W. Kutil is now agt. for us, Max Wetzel having resigned.—W. Z. Sharp.

Bushnell, S. D.—Frank Case is now agt. for the Davenport Elvtr. Co.—E. T. Al-guire.

Carthage, S. D.—Mr. Harrington is now mgr. for the Independent Grain Co.—R. F. Lyons.

Dallas, S. D.—Albert Schiltz is now agt. for the Nye-Schneider-Fowler Co.—Dallas Mlg. Co.

Frederick, S. D.—Chas. Spillers is now agt. for the Empire Elvtr. Co.—Geisler & Sheldon.

Flandreau, S. D.—Our elvtr. is closed and we are out of business.—Flandreau Elvtr. Co.

Albee, S. D.—The elvtr. of the McCaull-Webster Elvtr. Co. is closed.—Farmers Elvtr. Co.

Junius, S. D.—I am now mgr. for the Midway Farmers Warehouse Co.—F. D. Lritchard.

Ordway, S. D.—The Ordway Equity Exchange has been organized and will buy a local elvtr.

Herreid, S. D.—F. F. Bickel is now mgr. for the Herreid Merc. Co.—H. Herbold, agt. J. G. Brady.

Eagle Butte, S. D.—S. B. Linstad is now agt. for the Geo. C. Bagley Elvtr. Co. at this station.

Kaylor, S. D.—Geo. Boepple is now agt. for Till & Koch.—A. G. Voll, mgr. Farmers Elvtr. Co.

Raymond, S. D.—L. E. Kellett is now mgr. for G. W. Van Dusen & Co.—Eagle Roller Mill Co.

Miller, S. D.—D. H. Smith is now in charge of the elvtr. of the Atlas Elvtr. Co. at this station.

Sheffield, S. D.—The elvtr. of the North-western Elvtr. Co. is not in operation.—Atlas Elvtr. Co.

Redfield, S. D.—Ferd Bastian is now mgr. for G. W. Van Dusen & Co.—Geo. C. Christian & Co.

Brookings, S. D.—A \$4,500 addition to the elvtr. of the Farmers Co-operative Co. will be erected.

Hanton sta. (Watertown p. o.), S. D.—I am now agt. for the Davenport Elvtr. Co.—J. W. Ryan.

Herrick, S. D.—Bruer Jeffords is now agt. for the Nye-Schneider-Fowler Co.—Wm. Krotter Co.

Ellis, S. D.—The elvtr. of the Hubbard & Palmer Co. is closed.—O. Brandenburg, agt. A. H. Betts.

Wolsey, S. D.—Efforts are being made to reorganize the Farmers Elvtr. & Mlg. Co. at this point.

Crandon, S. D.—The elvtr. of Siberz Bros. & Craig has been opened and I am mgr.—G. C. Allen.

Stratford, S. D.—Paul Rossow is now agt. for the Farmers Elvtr. Co.—Great Western Grain Co.

Highmore, S. D.—The elvtr. of the Atlas Elvtr. Co. is closed.—G. M. Hague, agt. G. W. Van Dusen & Co.

Pierpont, S. D.—H. S. Chamberlain is out of the grain business at this station.—Farmers Union Elvtr. Co.

Marvin, S. D.—The elvtr. of W. H. Walters has been closed since May, 1913.—Farmers Grain & Merc. Co.

Broadland, S. D.—E. N. Olson is now agt. for the Atlas Elvtr. Co.—W. F. Lytle, agt. G. W. Van Dusen & Co.

Corsica, S. D.—W. T. Stolt is now mgr. for Booher & Thomas.—James Van den Berg, mgr. Carlon Elvtr. Co.

Nisland, S. D.—The Nisland Mlg. Co. is not in business at present. I am the only dealer here.—J. D. Duer.

Hosmer, S. D.—Heekrelaible & Brinkman have bot the elvtr. of the Brinkman-Reiner Co.—J. Haerter & Co.

Doland, S. D.—J. Mulligan is now mgr. for the Eagle Roller Mill Co.—J. S. F., asst. mgr. Farmers Elvtr. Co.

Huffton, S. D.—Some track shipments are being made.—John E. Sorensen, agt. St. Anthony & Dakota Elvtr. Co.

Lemmon, S. D.—E. J. Zilts is now agt. for the Western Lbr. & Grain Co.—Fay E. Potter, agt. Columbia Elvtr. Co.

Estelline, S. D.—Peter Utegard is now mgr. for G. W. Van Dusen & Co.—George Kneisel, agt. Farmers Grain Co.

Norden, S. D.—Arthur Sorenson is now agt. for C. W. Derr and I am agt. for Abraham & Schultz.—E. O. Eddy.

Conde, S. D.—Engel & Schuemeyer traded their elvtr. to B. L. Howell and he has leased it to me.—E. I. Bullock.

St. Lawrence, S. D.—A. L. Bice has been transferred by the G. W. Van Dusen & Co. to the house at this station.

Mitchell, S. D.—J. A. McDonald has succeeded Siberz Bros. & Craig.—L. L. Ness, mgr. New Prague Flouring Mills Co.

Hurley, S. D.—J. T. Scroggs has bot the elvtr. of the Reedy Grain Co., retiring R. D. Welsh as agt.—J. H. Farnsworth.

Montrose, S. D.—Ed. Healy is now pres.; M. Waul, vice-pres., and M. A. Butterfield, sec'y, of the Farmers Elvtr. Co.

Foley sta. (Watertown p. o.), S. D.—H. G. Kerssen is mgr. of the Foley Farmers Elvtr. Co.—G. O. Farrell, Watertown.

Hudson, S. D.—L. E. Larkin is now mgr. for the Farmers Co-operative Elvtr. Co.—C. E. LeBar, agt. Tiedman Elvtr. Co.

Frankfort, S. D.—T. Filtzner is mgr. for the Farmers Elvtr. Co. and I am mgr. for the Frankfort Elvtr. Co.—P. W. Hanson.

Webster, S. D.—This is the office of Potter, Garrick & Potter. No new firm or change has been reported.—E. O. Potter.

Bryant, S. D.—The elvtrs. of the Bryant Grain Co. and the Madison Mill & Grain Co. have been closed.—E. E. Van Schoiack.

Elrod, S. D.—The elvtr. of W. I. Thompson is not open at present. I am now mgr. for the Farmers Elvtr. Co.—O. H. Williams.

Vayland, S. D.—We have bot the elvtr. of S. J. Smith and it is now open for business.—Paul Rossback, agt. Huron Mlg. Co., Huron.

Bath, S. D.—The elvtr. of the Independent Elvtr. Co. is closed. R. R. Jones is now mgr. for the Empire Elvtr. Co.—A. J. Murray.

Ortley, S. D.—F. E. Long has succeeded Long Bros.—C. K. Christenson is agt. for the Geo. C. Bagley Elvtr. Co.—Farmers Elvtr. Co.

Corsica, S. D.—I. C. Davis has leased the elvtr. of F. F. Mayer for another year and is buying on his own account.—Carlon Elvtr. Co.

Badger, S. D.—We have succeeded W. I. Thompson, for whom I was formerly agt.—H. M. Schroeder, mgr. Thompson & Schroeder.

Bard, S. D.—This post office has been discontinued and mail should be addressed to me R. R. No. 5, Mitchell, S. D.—J. F. McLaughlin.

South Shore, S. D.—New agts. are Fred Kozak for the Northwestern Elvtr. Co. and myself for the Farmers Elvtr. Co.—N. J. Benn.

Hazel, S. D.—This post office has been discontinued and mail should be addressed to me R. R. No. 5, Mitchell, S. D.—J. F. McLaughlin.

South Shore, S. D.—New agts. are Fred Kozak for the Northwestern Elvtr. Co. and myself for the Farmers Elvtr. Co.—N. J. Benn.

Hazel, S. D.—This post office has been discontinued and mail should be addressed to me R. R. No. 5, Mitchell, S. D.—J. F. McLaughlin.

Burbank, S. D.—New agents here are Chas. Brown for the Farmers Elvtr. Co. and myself for the McCaull-Webster Co.—Ed. Manning.

Madison, S. D.—The Farmers Elvtr. Co. is not buying grain this year.—W. I. Thompson.—F. McGowan is now agt. for W. Z. Sharp.

Vayland, S. D.—New agts. are J. G. Lounsbury for G. W. Van Dusen & Co. and myself for the Shanard Elvtr. Co.—W. O. Tolman.

Canton, S. D.—O. A. Streater, mgr. for the Hunting Elvtr. Co. at Armour, has been transferred to the company's elvtr. at this station.

Howard, S. D.—Wm. Shuley has succeeded Feller Bros. and L. E. Brewer has succeeded E. H. Wood at this station.—W. C. Boorman.

Miller, S. D.—Robert Weidenkopf is now with Geo. P. Sexauer & Son at this point and F. W. Blackman is agt. for G. W. Van Dusen & Co.

Thunderhawk, S. D.—New agts. are O. R. Lundahl for the Hokanson Grain Co. and myself for the Columbia Elvtr. Co.—Gilbert Hvammen.

Lake Preston, S. D.—Geo. P. Sexauer & Son have completed their elvtr. at this station and it is now in operation with Jos. Funk as mgr.

Egan, S. D.—F. M. Tusia Grain Co., incorporated; capital stock \$10,000; F. M. Tusia, Geo. R. Lanning and Mary Lanning, incorporators.

Bonilla, S. D.—The elvtr. of the Bonilla Elvtr. is closed.—I am agt. for Siberz Bros. & Craig.—J. E. Rush, formerly agt. for the company at Crandon.

Burch, S. D.—We have been making repairs in our elvtr.—Fred McGovern is now agt. for the Farmers Elvtr. Co.—C. R. Upham, agt. Cargill Elvtr. Co.

Garrettson, S. D.—The elvtr. of the Atlas Elvtr. Co. is closed. It has not been operated for the last 6 or 7 years.—F. A. Nickel, agt. Thorpe Elvtr. Co.

Artesian, S. D.—The Artesian Elvtr. Co. and the Independent Elvtr. Co. have been merged and Will Orton is mgr. W. E. Spangler, sec'y.—Farmers Grain Co.

Manchester, S. D.—We have built a new coal house and expect to build a new elvtr. in 1915. I have succeeded G. Hartveit as agt.—Chas. Brooke, Atlas Elvtr. Co.

Egan, S. D.—Standard Grain Co. incorporated; capital stock \$10,000; Albert Antolne and L. Herman of Egan and Wm. Johnson of Flandreau, incorporators.

Arlington, S. D.—The Shane Bros. & Wilson Co., of Philadelphia, bot the plant of the Arlington Mill Co. and it is known as the Central Dakota Mill.—S. T. A.

Herreid, S. D.—The Herreid Grain Co. is owned by O. A. Olson, who operates the elvtr. formerly owned by Stair, Christensen & Timmerman. A. J. Suess is mgr.

Geddes, S. D.—The elvtr. of the South Dakota Grain Co. is closed.—The elvtrs. of the Carlon Elvtr. Co. and M. King have just been opened.—Lindell & Linskog.

Eureka, S. D.—Fred Homeler now operates the elvtr. formerly owned by Potter, Garrick & Potter. Ed Bohle is mgr.—Jacob Kiesz, mgr. Kelm, Kiesz & Klein.

Hetland, S. D.—The Farmers Grain Co. has built a new approach to its elvtr., installed a 5-h.p. motor, and thoroly overhauled all the machinery in the house.

Plankinton, S. D.—The Farmers Elvtr. Co. has completed the wiring of its elvtr. and now has electric lights thruout. The company is using only one of its houses here.

Waubay, S. D.—New agts. are Andy Englehart for the Pacific Elvtr. Co., W. W. Miller for the Smith Elvtr. Co. and myself for the Victoria Elvtr. Co.—F. T. Gruba.

Cresbard, S. D.—New agts. here are D. A. Langford for the Eagle Roller Mill Co., E. Geist for the Pacific Elvtr. Co. and myself for the Farmers Elvtr. Co.—C. H. Rowley.

Monroe, S. D.—New agts. at this station are J. E. Boyle for the Independent Elvtr. Co., Ed. Lambertson for J. T. Scroggs, and myself for the Reedy Grain Co.—Ed. Van Dewater.

Alexandria, S. D.—Betts & Twamley, C. F. Twamley, mgr., have succeeded A. H. Betts. W. S. Broderick was mgr. for the old company.—D. Mead, agt. Shanard Grain Co.

Mansfield, S. D.—The elvtr. of the Western Elvtr. Co. has been closed permanently. Has not been in operation for 6 or 7 years.—John G. Smith, mgr. Farmers Elvtr. Co.

Watertown, S. D.—Thos. McBath may install an electric motor.—B. A. Jacobs is now mgr. for the Farmers Elvtr. Co. and I am agt. for the Pacific Elvtr. Co.—Wm. G. Ludwig.

Sinai, S. D.—The elvtr. of J. B. Francis, formerly operated under lease by Harry B. Zellar, is closed.—E. E. Clement is mgr. for the Farmers Elvtr. Co.—Farmers Shipping Ass'n.

Blunt, S. D.—J. S. Irwin has opened his elvtr. to the public. This house was formerly operated as the Irwin Grain & Land Co., but that company went bankrupt a long time ago.

Lennox, S. D.—Von Bockern Bros. have succeeded Jerry Von Bockern. New mgrs. are Jake Bossman for the Shanard Grain Co. and myself for the Farmers Elvtr. Co.—Nels Everson.

Millbank, S. D.—A. Anderson is agt. for the Rickert Elvtr. Co.—We have bot the elvtr. of R. L. Remund and will wreck it and rebuild elsewhere.—H. A. Riley, agt. Empire Elvtr. Co.

Farmer, S. D.—B. H. Lindekugel is now agt. for the Hoese & Lueth Grain Co.—I have bot the elvtr. of Schaefer Bros. & Co. I was formerly mgr. for that company.—Peter Volz.

Claremont, S. D.—Erick Aspen has bot the interests of Geo. Hult and Alfred Abraham in the elvtr. of the Brown County Farmers Elvtr. Co. Henry Heinrichs is mgr.—The elvtr. of the Cargill Elvtr. Co. is closed.—E. E. Evenson, agt. Thorpe Elvtr. Co.

Groton, S. D.—J. B. Meharg is out of the grain business at this station.—The elvtrs. of the Merchants Elvtr. Co. and the Western Elvtr. Co. are closed.—Groton Mlg. Co.

Goodwin, S. D.—New agts. at this point are Frank Domic for G. W. Van Dusen & Co. and myself for the Farmers Elvtr. & Supply Co.—Emil Hogie.

La Bolt, S. D.—We have built a 20,000-bu. annex to our elvtr., equipped with belt conveyors, and now have a total capacity of 45,000 bus.—S. Johnson, mgr. Farmers Grain & L. S. Co.

Salem, S. D.—Hoese & Lueth have bot the elvtr. of the Salem Elvtr. Co.—J. D. Ripke is now mgr. for the Farmers Co-operative Elvtr. Co. and has opened the elvtr. of the company.

Elkton, S. D.—B. Lucken is now mgr. for E. A. Brown and Geo. Pederson for the Davenport Elvtr. Co. I have succeeded J. M. Johnson as mgr. for the Farmers Elvtr. Co.—J. H. Kroeger.

Houghton, S. D.—G. W. Pfitzenreuter now owns the elvtr. of the Sleepy Eye Mlg. Co. and handles his own grain thru it.—The elvtr. of G. W. Van Dusen & Co. is closed.—Atlas Elvtr. Co.

Aberdeen, S. D.—Lyons Bros. are the only scoop shovelers here. They also jump in at Mina, Richmond, Rudolph and Warner and make things disagreeable.—C. W. Freeman, pres. Freeman-Bain Co.

Reville, S. D.—Farmers Elvtr. Co. incorporated; capital stock, \$5,000; John Drube, H. H. Hoffman, H. E. Jones and others incorporators. The company has succeeded S. J. Dillman and B. Wycoff as mgr.

Marion, S. D.—The foundations for the new elvtr. of the Farmers Co-operative Ass'n have been completed and work on the superstructure has been started.—H. E. Reed, agt. South Dakota Grain Co.

Ramona, S. D.—J. B. Peterson has succeeded the Ostroot Elvtr. Co.—New agts. are C. Steele for the Farmers Warehouse Co. and A. J. Fazendin for W. I. Thompson & Co.—Madison Mill & Grain Co.

Harrisburg, S. D.—The new elvtr. of the Hunting Elvtr. Co. was completed Sept. 1. Con. McMahon is agt.—W. W. Thorpe, agt. Farmers Elvtr. & Supply Co.—The new house is steel clad and modern thru-out.

Letcher, S. D.—Mail addressed to the A. A. Truax Grain Co. at this station has been returned, marked "not here." Firms having elvtrs. here are South Dakota Grain Co., Hunting Elvtr. Co. and Farmers Elvtr. Co.

Viborg, S. D.—The elvtr. of the Farmers Elvtr. Co. was struck by lightning, recently, but only a few shingles were damaged. The company is installing new distributing spouts.—J. S. Allen, agt. Duluth Elvtr. Co.

Kidder, S. D.—We have enlarged our office, making it 14x20 ft. It is two stories and the office is upstairs with the engine room below. We have installed a 10-h.p. Fairbanks Kerosene Engine.—Norman & Mohn Elvtr. Co.

Tabor, S. D.—The elvtr. of the McCaull-Webster Elvtr. Co. has been closed since last October.—Jos. Dufek is agt. for M. King.—We have installed an 8-h.p. engine and will paint the house.—Farmers Co-operative Ass'n.

Bridgewater, S. D.—The Mayer & Tschetter Grain Co. has succeeded the Hofer & Tschetter Grain Co., D. M. Hofer having sold his interest in the company. A. H. Mayer is mgr.—Geo. Shanard, mgr. Shanard Elvtr. Co.

Dempster, S. D.—The elvtr. of G. W. Van Dusen & Co. has been closed for the season and Mgr. A. L. Bice has been transferred to the company's elvtr. at St. Lawrence. I am now agt. for the Atlas Elvtr. Co.—Lars Larson.

Gary, S. D.—The elvtr. of the Marshall Mlg. Co. is not in operation. New agts. are J. R. Kenyon, formerly mgr. for the Marshall Mlg. Co., now with the Farmers Elvtr. & Supply Co., and myself with the Atlas Elvtr. Co.—G. R. Cadwell.

Kampeska, S. D.—We have recently overhauled our elvtr., putting it into No. 1 shape. We installed a new cup belt and made many minor repairs. I have succeeded Wm. Waldron as mgr., Mr. Waldron having gone on the road for E. S. Woodworth & Co.—J. A. Morris, Farmers Elvtr. Co.

Amherst, S. D.—Geizler & Sheldon have discontinued the grain business and have been succeeded by Potter, Garrick & Potter. N. A. Baker is mgr.—I have succeeded him as mgr. for the St. Anthony & Dakota Elvtr. Co.—S. Francisco.

Wentworth, S. D.—The elvtr. of Smith & Bond is not open, and the elvtr. of J. M. Erling & Son is only open a part of the time.—The elvtr. of Fred Hanneman has been sold to parties at Doland and is not in operation.—Farmers Elvtr. Co.

Cuthbert, S. D.—The Farmers Elvtr. Co., of Letcher, owns the elvtr. here and I succeeded G. W. Parker as mgr. Aug. 1.—The South Dakota Grain Co. is building a 20,000-bu. elvtr. here and will have it ready in October.—W. S. Broderick.

Arlington, S. D.—The Arlington Mill Co. is out of business. We have bot the elvtrs. of Adam Royhl & Co. and operate elvtrs. at this station and at Royhl sta. (Arlington p. o.). I am mgr. here and A. J. Carson is in charge at Royhl.—C. A. Carson, C. A. Carlson & Son.

Huron, S. D.—F. B. Reese is reported to be the owner of the G. L. Smith Elvtr., making two houses for him here.—We have let contract for a 30,000-bu. elvtr. and work will be started as soon as the material arrives. We will use it for storage purposes.—Huron Mlg. Co.

Chancellor, S. D.—C. Hoogestraat, formerly agt. for the Shanard Elvtr. Co., has bot the elvtr. of the company and now operates it on his own account.—The new 25,000-bu. elvtr. of G. F. Raker will be completed by Oct. 1. It replaces the house burned May 31.—F. J. Meir.

Langford, S. D.—The Farmers Union Elvtr. Co. and the Langford Farmers Elvtr. Co. are out of business here.—New agts. are Arthur Jensen for the Empire Elvtr. Co., J. P. Hughes for the National Elvtr. Co. and myself for the Farmers Co-operative Grain Co.—G. T. Roberts.

Lemmon, S. D.—Edmund Ward was elected pres. of the Farmers Equity Elvtr. Co. at the recent meeting of the company. The elvtr. recently purchased by the company from the Geo. C. Bagley Elvtr. Co. has been put into operation, with C. G. Shortridge as temporary buyer.

Phelps sta. (same as Gallagherville), (Willow Lakes p. o.), S. D.—Our company was recently organized and we opened our elvtr. Aug. 31. Our officers are John Richards, pres.; Otto Schmidt, sec'y; O. T. Schmidt, treas., and myself mgr.—John E. Davis, Dakota Farmers Elvtr. Co.

Lesterville, S. D.—The elvtr. of Frank & Son, operated by the Decker Elvtr. Co., is now closed and the Decker company has quit the grain business.—I have just bot the interest of my partner in the firm of Rokusek & Kremer and am operating under my own name. The old firm has been dissolved.—J. J. Kremer.

Dell Rapids, S. D.—W. J. Prisch is installing a motor and will operate by electric instead of gasoline power. W. G. Milne will also install a motor at an early date. He is mgr. and prop. of the Dell Rapids Mill & Elvtr. Co. I am agt. for the McCaull-Webster Elvtr. Co. at this station.—Ed. Jorgensen.

Colton, S. D.—The elvtr. of Huntimer & Larson, formerly operated by W. Z. Sharp, which burned Feb. 10, has not been rebuilt. Mr. Sharp now operates the elvtr. of J. C. Schmidt and Reuben Larson is mgr. for him.—We have increased our capital stock to \$25,000. We are building modern lumber sheds and will handle a full line of lumber and building material in connection with our grain business.—T. B. Martin, mgr. Farmers Elvtr. Co.

Webster, S. D.—New agts. here are Peter Anderson for the Empire Elvtr. Co., Chas. Becht for the Farmers Union Elvtr. Co., and James Cooper for the Dakota Grain Co. The elvtr. of the Geo. C. Bagley Elvtr. Co., which was wrecked by a cyclone last June, has not been rebuilt.—Frank C. Wendt, mgr. Pacific Elvtr. Co.

Brentford, S. D.—The elvtrs. of the Gt. Western Grain Co., E. W. Ketcham, Pacific Elvtr. Co. and the Security Elvtr. Co. at this station have been reopened with the following agts.: R. Malke for Ketcham, G. Styles for the Pacific Company and Wm. McLain for the Security people.—W. A. Wolf, agt. for the Gt. Western Grain Co.

Freeman, S. D.—The Farmers Land, Loan & Grain Co. of this city, has bot our entire line of elvtrs., consisting of 2 houses at Menno, 2 at Yale, 1 each at Dolton, Doland, Agar, Onida and this station in South Dakota, 2 at Doon, Ia., and 1 each at Ruskin and Epsom, Minn. We have discontinued business.—Dewald & Walter.

Clear Lake, S. D.—Frank Kreeger is now agt. for E. A. Brown and Robt. Borne is agt. for the Farmers Elvtr. Co.—O. C. Carlson, mgr. Coffey & Carlson.—The new addition to the elvtr. of Coffey & Carlson is being rushed and it is that that it will be completed in time to handle fall grain. It will give the company a total capacity of 40,000 bus.

Letcher, S. D.—Our elvtr. "C," which was struck by lightning and burned Aug. 21, contained only 125 bus. of oats at the time of the fire. Our loss is \$4,100 and insurance amounts to \$2,750. We will not rebuild the house at present.—The elvtr. of the Hunting Elvtr. Co. is closed.—H. Westmoreland, agt. Farmers Elvtr. Co.—The company had just purchased the elvtr. from the Crawford Elvtr. Co. and had been in possession only a few days.

Erwin, S. D.—We have bot the elvtr. of G. T. Snyder, which stands at the side of our present house. Both houses will be run on one account with H. B. Atwood as mgr. G. T. Snyder and A. W. Stone are props.—The Farmers Elvtr. Co. has bot the elvtr. of E. W. Ketcham and those two houses, also side by side, are run as one house under one management. G. Johnson is buyer.—The A. W. Stone elvtr. at this station is not operated as a regular house. Mr. Stone owns a great deal of land around here and handles his own and his renters' grain thru this elvtr., which he only keeps open for a few months in the fall, after the threshing is all done. In the spring he opens it for a time to clean seed grain for his renters. John Joehanesen is mgr.—Erwin Elvtr. Co.

SOUTHEAST

Birmingham, Ala.—The W. M. Crosby Flour & Grain Co. has moved its offices to its warehouse and elvtr.

TENNESSEE

Memphis, Tenn.—J. T. Morgan, of the Edgar-Morgan Co., has been seriously ill in the John Hopkins Hospital, but is reported to be on the road to recovery.

TEXAS

Kirbyville, Tex.—We are not handling grain this year. Hogs are all we are dealing in at present.—Conn Grain & Hog Co.

Gainesville, Tex.—The new elvtr. of the Whaley Mills Co. has been completed. It is of reinforced concrete and is 150 ft. high.

Pharr, Tex.—The Evans Grain Co. incorporated; capital stock \$3,000; incorporators Marvin Evans, Fred Diefenbacher and Otis Pelt.

Higgins, Tex.—The Pan Handle Elvtr. Co. has succeeded Crowell Bros. and the elvtr. of the Higgins Mill & Elvtr. Co. is not in operation at present. After 10 years away from the grain trade, I am back again and am now agt. for the C. B. Cozart Grain Co.—A. F. Brown.

Houston, Tex.—The elvtr. of J. E. Ervine & Co. was threatened by fire Aug. 30, fire being discovered in the basement of the building at 1 p. m. Quick work with chemicals put out the blaze and saved the house.

Waco, Tex.—C. H. Crouch is not in the grain business any more. We have installed an oat clipper and put elvtrs. in our warehouse. We have also reset our chop mill since our disastrous fire last November.—Crouch Grain Co.

San Antonio, Tex.—The San Antonio Grain Co. has bot the property of the Taul Dean Elvtr. Co., paying \$5,000. This makes three elvtrs. for the grain company in this city. J. W. Howard and V. R. Hoad compose the firm.

Higgins, Tex.—We have only recently branched into the grain business, tho we have been in the broom corn and feed business here for the last 3 years. We have a large brick warehouse on the tracks and while at present we are scooping grain we are making arrangements to build an elvtr. adjoining the warehouse.—W. J. Cambern, mgr. Higgins Storage & Warehouse Co.

Higgins, Tex.—We have succeeded the Crowell Bros. here and have also bot the elvtrs. operated by the Star Mill & Elvtr. Co. of Amarillo, at Pampa, Panhandle and Hereford. We are building an elvtr. at White Deer and are buying grain at Hoover (Pampa p. o.), Kings Mills (Pampa p. o.) and St. Francis. Members of the company are G. W. Crowell of Alva, Okla., James D. Hunter of Kansas City, Mo., and Geo. M. Hamilton of this city. We have our headquarters here and will probably build elvtrs. at all of the stations mentioned very soon.—Panhandle Grain Co.

UTAH

Ogden, Utah.—The Utah Cereal Food Co. has let contract for grain storage of 50,000 bus. capacity.

WASHINGTON

Rock Island, Wash.—The Wenatchee Mfg. Co. of Wenatchee is building a grain warehouse here.

Wilbur, Wash.—J. F. Kung, mgr. of the Grain Growers' Warehouse Co., resigned Sept. 1, and is out of the grain business.

Walla Walla, Wash.—Ed. S. Isaacs has opened a brokerage office in the Baker Bldg. and will operate as the Isaacs Grain Co.

Spokane, Wash.—The Stephens-Smith Grain Co., which recently succeeded the Stephens-Smith Co., has increased its capital stock from \$10,000 to \$50,000.

Walla Walla, Wash.—The jute mill in the state prison was closed Sept. 1, all the orders for bags having been filled, and 300,000 bags on hand. Only half the mill has been operated this year, 1,300,000 bags having been put out, compared to 2,100,000 last year. The bags are sold at 8c in the open market.

Seattle, Wash.—The Com's'ners of the Port of Seattle have let contract to the Butler Constr. Co., for a 500,000-bu. elvtr., so designed that the capacity can be increased to 1,000,000-bus. by the construction of additional tanks. The accepted bid was for \$197,900. The elvtr. is to be completed in the spring.—Paul P. Whitham, chief engineer.—The elvtr. will be equipped to load 2 vessels at once and will have 2 shipping legs of 20,000 bus. capacity per hour. The house will consist of 25 circular bins of 15,000 bus. capacity each, and 16 interspace bins of 3,600 bus. each.

WISCONSIN

Waupun, Wis.—Chas. Nummerdor has assumed his duties as mgr. for the Farmers' Elvtr. Co.

Madison, Wis.—The new net-weight-container law of Wisconsin went into effect Sept. 8.

Wausau, Wis.—It is again rumored that H. E. McEachron, who retired from H. E. McEachron & Co. last October, is to re-enter the trade at an early date.

Shawano, Wis.—On account of the delay in getting sidewalk facilities, we have decided not to build until next spring.—R. A. Upham, pres., Upham & Russell Co.

Hilbert, Wis.—The report that we were repairing our elvtr. is incorrect. No work of the kind will be done by us.—Wm. Vollner, mgr. Farmers Elvtr. & Supply Co.

Eau Claire, Wis.—The recent fire in my plant was confined to my hay and straw warehouse, containing about 30 tons of hay and straw. The blaze was caused by a spark from a passing switch engine and the loss amounted to about \$1,200.—C. H. Bergman.

Durand, Wis.—I have leased my elvtr. to W. A. Black, who has handled the business for me for the last three years and I am now engaged in the real estate business in Chippewa Falls, but I need the Journal to keep me in touch with the business.—John J. Black.

Monroe, Wis.—We will install a new scientific ball bearing attrition mill with a capacity of not less than 10,000 lbs. per hour. It will be one of the largest mills of this type in Southern Wisconsin.—Monroe Model Mills. The company will also install conveying machinery and a wagon dump.

Sheboygan, Wis.—Spur tracks aggregating 1,700 ft. have been put in at our elvtr. and we have built a 40x100 ft. warehouse which increases our floor space 10,000 square ft. We have also made new arrangements in our elvtr. for unloading and loading cars, complete with an automatic scale of 1,000 bus. capacity.—Schultz Bros. Co.

Superior, Wis.—The Cargill Elvtr. Co. has announced that it will have its new elvtr. built to replace Belt Line Elvtr. "M" ready to receive grain by Sept. 15. The grain bins have been completed and the framework of the cupola is in place. All that remains to be done is to enclose the cupola and put the sheet iron siding on the building. The house has a capacity of 2,000,000 bus. and has been built in record time by the Barnett & Record Co., which had the contract.

Kenosha, Wis.—Ed. J. Gormley, cashier and bookkeeper for the Pettit Malting Co., who was recently bound and gagged when the office of the company was robbed of \$300, disappeared from his home Aug. 29, leaving two letters in which he stated that he would be dead when they were found. It is said that the police have lately suspected him of participation in the robbery and it is feared that he has jumped into the lake. He was 28 years old and in his letters strongly protested his innocence.

MILWAUKEE LETTER.

The Chamber of Commerce has fixed the rate of interest on advances for September at 7%.

J. R. Murrell will cover eastern Minnesota and Iowa for Henry Rang & Co., while W. R. Hyde will travel in the northwest for the same company.

Word has been received from Max Hottelet of the Hottelet Co., who was at Carlsbad, Germany, when the war broke out, that he is safe and will sail for home at an early date.

Twenty-two members of the weighing department of the Chamber of Commerce took their families to Army Lake, Aug. 9, and were the guests of the Chamber of Commerce at the annual picnic of the department. The inspection department was tendered a picnic the same day and sojourning at Okauchee.

Taking effect Sept. 24, the following switching rate will apply between industries located on the C. & N. W. R. R. in the Milwaukee switching district, or from such industries to the connection with the C., M. & St. P. R. R.: \$5 per car of 50,000 lbs. or less. Excess to be charged at proportionate rate. (The present rate is \$5 per car of 60,000 lbs. or less.) This is in accordance with tariff G. F. D. No. 12993-H.

The following have been admitted to membership in the Chamber of Commerce: Jas. L. Crittenden, J. H. Faelicher, Harry N. Wilson, and the memberships of Jas. K. Illsley and the estate of T. L. Mitchell have been transferred. Four deaths of members occurred during the past month: R. B. Wentworth, Aug. 9; Chas. P. Jones, August 11; Geo. H. D. Johnson, August 22; B. G. Ellsworth, Sept. 1. Messrs. Johnson and Ellsworth were ex-presidents of the Chamber. Mr. Johnson served as the chief executive during the year 1907-08 and was immediately preceded by Mr. Ellsworth, who served two terms, from 1905 to 1907.—H. A. Plumb, sec'y.

The Gratuity Fund of the Chamber of Commerce was established 34 years ago, and during that time \$177,096.38 has been paid out to beneficiaries. Eight of the members of the exchange who died during the year 1913 were entitled to the benefits of the fund and their heirs received \$620.87 each. This fund is a unique feature of the exchange membership in that it furnishes an absolute gratuity, there being no assessments or special dues or charges of any sort in connection with it, with the trifling exception of the fee of the medical examiner, \$3, for the physical examination. The principal of the fund amounts to \$122,500, which is invested in bonds, and the annual payments are made from the net income from this investment.

WYOMING

Sheridan, Wyo.—The J. W. Denio Mfg. Co. has completed its elvtr.

Douglas, Wyo.—We are the only firm here that handles flour and grain exclusively and there are no mills or elvtrs. at this station.—Douglas Flour & Feed Store.

AN INCREASED acreage of wheat and corn is being urged upon the farmers of Kentucky by grain men, state officials, and heads of agricultural departments. The Louisville Board of Trade has sent out a circular letter appealing to the farmers in this strain.

CORN products in the form of distilled spirits have been a means of revenue to the United States government of \$408,524,861 at Peoria alone during the last 13 years or an amount equal to the cost of the Panama Canal. The percentage of the corn crop used in this industry is very small, however.

FORTY thousand bus. of Argentine corn aboard the steamer Singapore arrived at Boston Aug. 29 and the part not already contracted for was taken readily as the market was bare of corn. The shipment was 39 days in passage, during which time the price advanced from 74c to 92c per bu. It is the second cargo received at Boston.

THE ARGENTINE grain and seed crops for 1913-14 which have been held in store have been injured considerably by the excessive rains, the heaviest in 10 years. This probable surplus which includes the estimated requirements for milling, seed, and consumption is unofficially placed by the Times of Argentina at 2,779,000 metric tons for wheat, 6,310,000 metric tons for corn, 764,000 metric tons for oats and 1,074,000 metric tons for flaxseed. Corn particularly is in an unfavorable condition for shipment. During the first half of this year the exports from Argentina were, for wheat, 853,654; for corn, 1,185,570; for oats, 325,791, and for flaxseed 683,734 metric tons; compared, for the corresponding period of 1913, with for wheat 2,509,683, for corn 1,187,102, for oats 786,380, and for flaxseed 741,437 metric tons, of 2,204.6 lbs.

Supply Trade

PORTLAND, ME.—U. S. Steel Corp. has a number of years ago pres. of the Portland Portland, Me. Co. assumed the duties of this pres. and general mgr. of the Portland Portland Co. of Jamestown, N. H. on Sept. 1.

ST. LOUIS, MO.—We have about all the work we can do. The war scale is rather building up some of our payments, but some think it will result in anything serious or affect building in any line much of any.—Vanderbilt Const. Co.

MINNEAPOLIS, MINN.—A cargo of 500 tons of lumber consigned to the Burns Bros. Bag Co. and the Harwood Mfg. Co. aboard the steamer Schoenfeld was seized off Liverpool by the British. The shipment was made from Calcutta before war was declared.

CHICAGO, ILL.—Frank F. Cleveland, who is well known through the trade as an expert broker, has retired from business, having sold out to John F. Wright. Mr. Cleveland reports that he has made a comfortable fortune and that he has handled quite a large volume of business.

MINNEAPOLIS, MINN.—The elevators in the northwest expect to be taxed to the limit this year and dependable power is going to be required to handle the grain. A great many of the elevator companies we have called on are planning on installing larger engines to replace the ones now in use.—Fuller & Johnson Mfg. Co.

PLANO, ILL.—Indictments were reported Sept. 7, to have been issued by the federal grand jury in an exhaustive investigation of alleged fraudulent financial transactions of former chiefs, officials, and agents of the Independent Harvester Co. The indictments, it was said, charge using the mails in an alleged fraudulent stock selling scheme.

NEW YORK CITY.—The 8th Coast Artillery, the largest artillery in the world located at Kingsbridge Road and Jerome Ave., built at a cost of \$1,000,000, will have a roofing of J-M Rum-By Asbestos Roofing on the flat portions and J-M Asbestos Ready Roofing on the steeper parts. Within two years, this impressive structure, which is already well advanced, will be ready for occupancy.

ONTARIO, N.Y.—We have located our main office at 414-416 State Bank Bldg. Our object in locating in Ontario is to be more centrally located, and in a better position to look after our Iowa and Missouri business. We will maintain branch offices at Fairbury and Laramie, Neb., which will enable us to give the same attention to our business in the West as we have done heretofore.—Van Ness Construction Co.

NEW YORK CITY.—On Aug. 20 C. P. Coleman and G. M. P. Murphy were appointed receivers for the International Steam Pump Co. by U. S. Judge Mayer. They received bond of \$100,000 and were authorized to continue the business. The receivership was granted in an equity suit brought by bond holders, stock holders, and a creditor. The company was organized and operated by Benj. Guggenheim. The Chairman of the Board of Directors issued a statement saying that the receivership was a friendly one and that it is not expected to involve any of its subsidiary companies.

INDIANAPOLIS, IND.—As a direct result of the German war, the Hess-Bright Co., manufacturers of roller bearings, announced that the plans have been drawn and work is to start immediately on the building of a mammoth plant here to employ 4,000 men. The company is compelled by the war to make provision for manufacturing 90% of its ball bearings, which heretofore have been imported from Germany.

SECTION 4 of the Clayton Anti-Trust Bill, H. R. 13447, is objectionable to numerous owners of patented articles as it will prevent them from requiring handlers, buyers and users of their patented devices to handle or use their own line exclusively. Under this act when by agreement manufacturer and dealer require the latter to buy from the patented article and also another article not covered by patent, both become liable to a fine of \$10,000 and a year's imprisonment. In many cases the exclusive agency for a well known article of merit is so profitable the agent is only too willing to agree to handle no other.

Almost without their own volition the manufacturers of the middle west—of the whole United States—are practically being forced to embark in the export trade. A Chicago firm recently received an unsolicited order for a large shipment of gasoline engines for Honolulu. From Brazil came an order for several thousand dollars worth of paper, later the purchaser advised that he was starting on the next steamer with \$12,000 in gold to pay for his purchase, the cablegram cost \$14. Stray orders, unsolicited, have been coming from the Philippines, from South Africa, from China, from Australia, from almost every corner of the distracted and upset world. It seems to be still true that there is no scarcity of ships sailing under neutral flags to carry all the overseas freight which offers. At the close of last week it was reported that there were more than forty neutral bottoms waiting in New York harbor for charter.

Confidence Begets Confidence.

Your confidence in your product is evidenced by your advertising. Your confidence in your country is evidenced by your continued advertising in the time of the "so-called uncertainty."

"So-called uncertainty" is a local issue. There is no uncertainty in the west and northwest where the largest grain crops ever known are now awaiting harvest. There is no uncertainty in the east where the mills are getting busier than ever before.

The war scare of Europe is a danger for the time only—because the hundred million people in the United States are going to continue to produce and consume just the same as though a sword had never been drawn in Europe. Their business.

WHEAT.—Wheat and corn crop for this season is practically a failure due to a shortage of rain during the last two months of the growing season, which is generally the time of most rainfall. This shortage could have been remedied with little difficulty under ordinary conditions by importing about one million tons of North American markets but may be made up with difficulty this year. Considerable wheat flour is already imported into this country from the United States.—Wm. Haywood, American Minister, Guatemala City.

A New Automatic Scale.

The growing popularity of automatic scales for weighing grain loaded out of elevators has induced the Weller Mfg. Co. to take up the manufacture of the Improved Carter Automatic Scale. In selecting the Carter to add to its line of elevator machinery the company was influenced by the strong points in favor of this scale, which are accuracy, reliability, durability, simplicity and low cost.

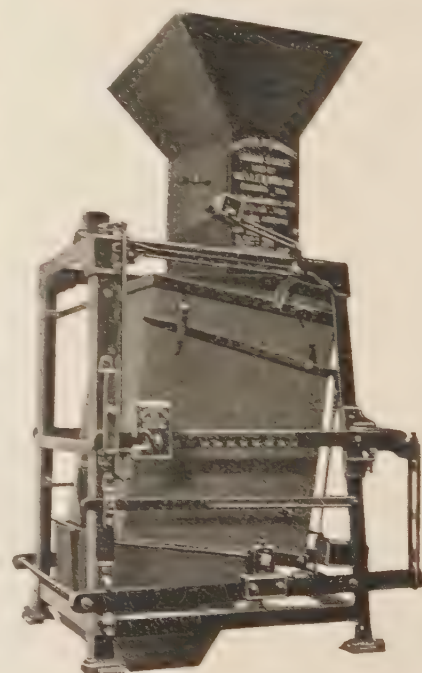
As shown in the engraving the Carter Scale comprises an angle-iron framework, light, but strong and rigid, to which is fitted four bearings, two on each side of the frame and upon which the weighing levers rest. The weigh hopper is attached to the lower set of levers and is made of sheet steel. The hopper is balanced on the multiple lever principle so successfully used on all standard hopper, wagon or platform scales.

A compensator allows for the material in suspension. A counter registers the number of drafts. Because of its compactness and light weight the scale can be placed either under the elevator head or on the working floor.

The material to be weighed is spouted direct from shipping bin or garner to feed hopper on the machine, which contains an automatically controlled gate. The flow of the main stream of material is automatically shut off by means of a positive valve when the weigh hopper tilts forward. A by-pass permits the flow of the dribble stream, and is adjusted to suit the material being handled. The non-leaking, self-closing discharge gate absolutely prevents grain passing thru without being weighed.

The weigh hopper has a rocking motion, which operates the discharge gate, the rocking movement starting when 95 per cent of the full weight is in the hopper. This movement of the hopper toward the center reduces the flow of the material to a mere dribble. When full weight is reached the feed stream is cut off entirely, the weigh hopper automatically discharges and returns to position for next draft.

Altho these scales have been operated for long periods at a speed of 10 to 12 dumps per minute without injury the manufacturer rates it conservatively at 4 to 8 dumps per minute. With a 3-bushel



scale handling fairly clean grain no trouble will be found in getting 6 to 8 dumps per minute. At 6 dumps per minute the scale will handle 1,080 bus. per hour. A 5-bushel scale will operate at the same speed and give proportionately greater capacity. These scales are said to be accurate to within $\frac{1}{4}$ of one per cent of the exact weight, enabling the buyer or shipper to tell within a few pounds of exactly what has been handled. Additional information regarding this scale will be given readers of the Grain Dealers Journal on application to the manufacturer.

Report on Dust Explosions.

Grain dust explosions in elevators, grain products factories and flour mills are probable and should be guarded against with the same care that is taken to prevent coal dust explosions, is the conclusion reached by an investigating committee of experts consisting of David J. Price and Dr. Geo. A. Hulett of the United States Bureau of Mines and Harold H. Brown representing the millers of the country.

The investigation was occasioned by an explosion in the Husted Mill at Buffalo in June, 1913. In the report made thru the Bureau of Mines the committee says: "All dusts containing carbons are explosive under certain conditions. Immediate steps should be taken to safeguard against such. Many explosions have been traced to the use of gas jets for lighting purposes, the introduction of lanterns or open lights into grain bins or dust-collecting systems. Many violent explosions also have occurred during mill fires, due to the presence of dust in large quantities. The flames and force from a fire produce sufficient concussion to jar the dust into suspension and initiate a very violent explosion.

A large number of explosions have been traced to the introduction of foreign materials into grinding machines. Particles of such materials, coming into contact with the grinding plates of the machines, produce sufficient sparks to cause an ignition of the dusts. Explosions have occurred when open lights were lowered into a bin while measuring grain in storage when the desired results could have been obtained by lowering a "tape" with a weight attached to the end.

When occasion renders it absolutely necessary to use a lamp of some kind in a bin, an approved type of portable electric lamp could be used. Electric bulbs in dusty atmospheres located near machinery where there is a possibility of the lamp becoming broken, or at points in the mill where workmen may strike the lamp, especially when carrying a projection of some kind on their shoulder, should be inclosed in strong wire guards

or protectors, and it would be advisable to inclose each bulb in a vapor-proof globe. An extra safety feature would be, whenever possible, to locate all fuses on light and power circuits, switches, and starting boxes at points where dust is not present in dangerous quantities.

A CARGO of Argentine corn consisting of 73,536 bags consigned mainly to E. E. Delp & Co. and L. F. Miller & Sons arrived recently at Philadelphia. The corn was loaded at Rosario.

I HAVE BEEN a reader of the Grain Dealers Journal for a great many years and do not believe I could get along without it.—R. W. Smith, mgr. The Haviland Mercantile Exchange, Haviland, Kan.

A SHIPMENT of Argentine corn was received in San Francisco Aug. 16. The cargo weighed 6,700 tons and arrived in excellent condition. It was 40 days in transit and was the first ever to arrive at that port.

Lends Bags Only Under Contract

Many grain elevator men of the wheat growing states have long suffered so many losses, because of the bag borrowers' carelessness or lack of respect for the grain buyers' property that many different schemes have been adopted for placing part of the burden of the bag lending abuse upon the farmer. Everyone, even the farmer, admits that they should provide their own grain bags if they persist in marketing their grain in bags, but that does not matter, competition and the lack of proper co-operation among the grain dealers has made it difficult to stifle this long standing abuse.

Everywhere dealers have suffered greatly from the bag lending practice. Repeated efforts have been made to stop it entirely, but none have succeeded, until the grain buyers have provided modern elevators with up-to-date dumps, which relieve the farmers of the necessity of shoveling their grain from their wagon boxes. In one section of Indiana the grain buyers, in an effort to obtain relief from buying thousands of bags annually, purchased a few wagon box liners of heavy cloth and insisted that they be substituted for the bags, and many farmers learned to prefer the liners.

In some markets the dealers have pooled their issues and established a bag lending agency. In others the buyers themselves have refused to issue any bags except for rental, and in some sections of Missouri, where a vigorous fight is now being waged against the abuse, this practice has become quite common, as is shown by the receipt reproduced herewith which the Sedalia Milling Co. requires bag borrowers to sign before obtaining the desired grain retainers.

SEDALIA, MO....., 191....

Received of Sedalia Milling Co., Sacks for handling my grain for the year for which I agree to pay rent as follows: Three cents each for the first seven days or fraction thereof; and for each additional Five days or fraction thereof, one cent each until returned to the said Sedalia Milling Co.

If I fail to return the sacks in good condition, I agree to pay twenty cents for each one not received by them. If I sell my grain to the said Sedalia Milling Co., then I am to be released from the Three cent rent on the first seven days on all sacks received by them filled with the said grain, otherwise this obligation to remain in full force and effect.

All sack rent to be settled within 30 days from date of this contract, and if not so settled, this contract is to become a note drawing 6 per cent interest from maturity.

EFFICIENCY

100 PER CENT

That's our Sales Department; but it wouldn't be 100 per cent or anything like it, if the efficiency of **HESS DRIERS** wasn't also

100 PER CENT

Here's the story. You can hardly believe it—but it's true, just the same.

SINCE LAST OCTOBER WE HAVE LANDED EVERY DRIER ORDER WE HAVE COMPETED FOR, EXCEPTING ONLY THOSE WHICH WERE NOT LET TO ANYONE.

'Nuff said. If that doesn't mean that **HESS DRIERS** are the kind YOU ought to have, it doesn't mean anything. Ask us more about grain driers of any size, for any kind of grain or seed. Ask also about moisture testers, out-door grain conditioners, corn grading sieves, percentage scales.

Hess Warming & Ventilating Co.

907 Tacoma Bldg. Chicago

Supreme Court Decisions

Arbitration.—There can be no recovery on an alleged arbitration award, where there has been no agreement on arbitrators, and the persons assuming to act as such have made only a partial statement of the account between the parties, though there has been an attempted mutual waiver of technicalities.—*Reid v. McElderry*. Supreme Court of Alabama. 66 South. 7.

Bucket-Shop Act Valid.—Rev. St. 1909, §§ 4780, 4781, prohibiting dealing in options, and section 4782, forbidding the keeping of an office, store, or other place for the purpose of dealing in options, do not violate Const. U. S. Amend. 14 or Const. Art. 2, Sec. 30, as depriving one of his liberty and property without due process of law.—*State v. W. A. Long*. Supreme Court of Missouri. 169 S. W. 11.

Carrier's Duty to Furnish Facilities for Unloading.—A carrier owes to a shipper the duty to furnish him reasonable facilities for unloading, but the shipper must exercise reasonable diligence in unloading, and the carrier need not permit him to use the car as a storehouse in which to carry on his business as a seller on the payment of demurrage charges.—*Wattiam v. International & G. N. R. Co.* Court of Civil Appeals of Texas. 168 S. W. 973.

Holder of B/L Can Demand Property of Warehouseman.—Where a carrier stored a shipment on the failure of the consignee or the holder of the B/L to surrender such bill and remove the shipment, the warehouse company with whom it stored the shipment became a bailee for the holder of the B/L, thereby vested with the right to the possession of the shipment.—*First Commercial Bank of Pontiac v. Valentine*. Supreme Court of New York. 148 N. Y. Supp. 792.

Weighing Coal on City Scales.—If an ordinance, requiring coal dealers to weigh on the city scales, applies to scales made for consumption outside the city, where delivery is made at the dealer's coalyard, and as to such sales is unreasonably burdensome and invalid, it may still be held valid as to sales for consumption in the city, and where the dealer delivers on the premises of the consumer. An ordinance, requiring coal dealers before making a delivery of coal sold to have it weighed on the city scales, is not void by reason of the exaction of 10 cents for weighing; it not being so large as to indicate the real purpose to be taxation, or anything else except the providing of a fund to defray the expense of executing the ordinance.—*Brittingham & Hixon Lumber Co. v. City of Sparta*. Supreme Court of Wisconsin. 147 Northwestern 635.

Connecting Carriers.—An initial carrier, which receives freight to be shipped beyond its lines under a B/L which expressly provides "that agents must not in any case receipt beyond points on this road," where such freight is promptly and without delay delivered to a connecting carrier, cannot be held liable under our statutes for delay caused by the connecting carrier. "Every railroad, car, or express company, shall each respectively receive and transport without delay or discrimination each other's cars, loaded or empty, tonnage, and passengers, under such rules and regulations as may be prescribed by law or any commission created by this Constitution or by act of the Legislature for that purpose." Section 3, art. 9, Const. of Okl. And such connecting carrier cannot avoid liability for delay in forwarding a shipment because of an alleged excessive freight charge, because it is not bound to collect more than legal charges, and can adjust the same after collection.—*St. L. & S. F. Ry. Co. v. Close*. Supreme Court of Oklahoma. 140 Pac. 1176.

Liability of Vessel for Injury to Stevedore.—A steamship held liable for an injury to a stevedore while stowing wheat in the hold by reason of the breaking of the rope sling furnished by the vessel and used to hoist the sacks of wheat on board, which had become frayed and weakened by use, and which it was the duty of the ship, delegated to the second mate, to inspect and keep in safe condition.—*The Portland U. S. District Court, Oregon*. 213 Federal 699.

Future Delivery Contracts Under South Carolina Statute.—Under Civ. Code 1912, § 3421, providing that every contract for the sale or transfer at any future time of any cotton, etc., shall be void, unless it is the intention of both parties to the contract that the cotton shall be actually delivered, a broker who entered into contracts on behalf of defendant for the future sale and purchase of cotton cannot recover thereon, where defendant had no intention of actually receiving or delivering the cotton.—*Gwathmey v. Burgiss*. Supreme Court of South Carolina. 82 S. E. 394.

Shipper's Load and Count.—The letters "S. L. & C." printed on a B/L is not a sufficient compliance with Personal Property Law (Consol. Laws, c. 41) § 209, as added by Laws 1911, c. 248, providing that the carrier may, by inserting in the bill the words "Shippers' load and count," exempt itself from liability for improper loading or by the nonreceipt or misdescription of the goods, etc., in the absence of proof of a course of dealing between the parties where such initials had been used.—*Fenderson v. Lehigh Valley R. Co.* Supreme Court of New York. 148 N. Y. Supp. 494.

Limiting Carrier's Liability by Accepting Lower Rate.—The provisions in the Carmack amendment of July 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 (U. S. Comp. St. Supp. 1911, p. 1307), to the act of February 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), that no contract, receipt, rule, or regulation shall exempt an interstate carrier from the liability thereby imposed, does not forbid a limitation of liability, in case of loss, to a valuation agreed upon in the contract of shipment, for the purpose of determining which of two alternative rates shall apply to the shipment.—*Nashville, C. & St. L. Ry. Co. v. C. V. Truitt Co.* Court of Appeals of Georgia. 82 S. E. 465.

Suit against Carrier without Possession of B/L.—In an action by a shipper to recover for loss of goods under Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), as amended by Act June 29, 1906, c. 3591, § 7, par. 11, 34 Stat. 593 (U. S. Comp. St. Supp. 1911, p. 1307), requiring any interstate carrier to issue a B/L, and making it and any other carrier to which it may be delivered liable "to the lawful holder thereof" for any loss, the holding of the B/L is not a prerequisite to such right or action; but the statute extends its remedy directly against the carrier to whom goods are delivered for shipment in behalf of such shipper, or one who has succeeded to his rights.—*Bowden v. Philadelphia, B. & W. R. Co.* Superior Court of Delaware. 91 Atl. 209.

Suit for Rebate.—Where a contract for a rate less than the lawful rate filed with the Interstate Commerce Commission is made between the agent of a railroad company and a shipper over the railroad and its connections, represented by the agent, and the full lawful rate is collected, and a claim for the difference between the lawful and the contract rate is made by the shipper and allowed through error by the railroad company, and suit is filed by the railroad company to recover the amount so improperly refunded, the shipper cannot offset the plaintiff's demand by a claim for damages on account of the breach of the illegal contract for the lesser rate. The contract being void, such damages cannot be offset or collected.—*Central of Georgia Ry. Co. v. Curtis*. Court of Appeals of Georgia. 82 S. E. 318.

Fraudulent Bs/L.—Code 1907, § 6136, making a carrier, issuing a B/L without having received the goods, liable to any person injured thereby, does not make a carrier liable for the act of his agent in issuing a B/L before receiving the goods, where the agent was not authorized to issue Bs/L at all, and to make a carrier liable it must appear that a B/L was issued or authorized by an agent charged with the duty of issuing such documents.—*Louisville & N. R. Co. v. National Park Bank*. Supreme Court of Alabama. 65 South. 1003.

Liability of Railroad Co. for Setting Fire.—In order for plaintiff to recover against a railroad company for the destruction of his property by a fire set by sparks from a locomotive, he must prove that the property was destroyed by fire set out from sparks from one of defendants' engines; that the engine was either defectively constructed so that it would emit sparks of such a character that the same could be provided against by the exercise of ordinary care, or that the engine was so negligently operated that it would emit sparks of a dangerous character that could have been prevented by the exercise of such care.—*Nor. Pac. Ry. Co. v. Mentzer*. U. S. Circuit Court of Appeals. 214 Fed. 10.

Carrier's Liability.—Where a shipment of goods was only partially destroyed by the carrier's negligence, neither the consignee nor the shipper is justified in abandoning the shipment and charging the carrier with its full value; hence, where the goods were again damaged after the refusal of the consignee to accept the goods, and of the shipper to give instructions for disposition, the shipper is not entitled to recover full amount of the damage in an action based solely on the carrier's liability as such. Where, on delivery the consignee refused to accept a shipment, and the consignor declined to give orders for its disposition, the carrier's liability as such ended, and it was thereafter liable only as a warehouseman.—*St. Louis S. W. Ry. Co. v. Burrus Mill & Elevator Co.* Court of Civil Appeals of Texas. 168 S. W. 1028.

Customer Must Demand Money Back from Bucket-Shop Before Closing His Trades.—Where, in an action to recover money deposited by plaintiff with defendant as security for the payment of wagers, it appeared that defendant operated a "bucket shop" and accepted bets from plaintiff on the fluctuations of the stock market, that plaintiff deposited such money as security for payments of losses, and that on the day before defendant failed plaintiff ordered his transactions closed and demanded his profits, but the evidence did not show with certainty that the transactions were open, undetermined, and unexecuted when plaintiff ordered them closed, or that any sum then remained in defendant's hands dependent on the fluctuations of the market, the court properly granted a nonsuit.—*Jos. A. Davis v. Jas. B. Fleshman*. Supreme Court of Pennsylvania. 91 Atl. 489.

City Scale Ordinance Invalid Requiring Weigher to Interpret Trade Customs.—An ordinance requiring the weighing of heavy commodities, such as grain, cotton and coal, sold in bulk and by weight in the city limits, on the city scales, under an appropriate penalty, is not unreasonable and in restraint of trade. Such legislation is designed to prevent fraud and imposition upon the citizens, and is a legitimate market regulation. While municipal authorities may lawfully pass an ordinance requiring bulky commodities intended to be sold in the municipality to be weighed on public scales, and that such commodities be sold in the municipality at that weight, yet they cannot give to the public weigher full discretionary power to fix the tare and reductions from the gross weight of any article weighed "according to the custom of the trade, or as conditions necessary to fairness and justice require," and make the tare or reduction thus ascertained by him a conclusive determination of same.—*McGinnis v. City of Cartersville*. Supreme Court of Georgia. 82 S. E. 487.

Insurance Notes.

ELEVATOR owners are warned by insurance agents to examine their leases and see that their building clearances from the railroad are at least in compliance with the law. This should be especially true of owners who lease their ground from the railroad companies. The question was made a pertinent one by the death of a switchman at the elevator of the Elevator Roller Mills, Columbus, Neb., on Sept. 1, while spotting a car. The switchman was crushed between the car and the platform. While it is not certain that the elevator company will be made responsible it is quite probable that if there is any cause it may be.

ILLUMINATION of grain elevators that form part of mills or malt houses in New York must be electric in every case possible and the bulbs and sockets of such lights must be enclosed in vapor-tight globes and wired with rubber-covered wire approved by the Industrial Board of the State Labor Department. Portable lights and all lights within 8 feet of the floor must be in cages also approved by the Industrial board. These cages are to guard against bulb breakage and will be accepted if they bear the stamp of the Underwriter's laboratories. In new elevators all but portable lights must be supported on pipe hangers.

A CARGO of Manchurian corn was ordered destroyed by Deputy State Horticultural Inspector F. H. Rhodes recently on account of weevil. The cargo contained 6,000 bags of shelled corn and was consigned to Albers Bros. Milling Co. and the Pacific Oil Mills Co., of Seattle, Wash. The corn was fairly alive with the pest, in many places the insect being more noticeable than the corn. The shipment was being tried as an experiment by the milling companies.

OTHER crops than cotton may be planted in the South next year as the result of the suspension of operation of many European cotton mills and the consequent restriction of the cotton market. Government officials are of the opinion that a part of this year's crop will be stored and that next year the seeding of cotton will be reduced, and are encouraging the planting of other crops. They believe that this will bring an economic change in the South which will result in general good to that section of the country.

POTASH, a fertilizer, which in the past was principally imported to the United States from Germany, will be supplied by a plant now under construction at Searles, Cal., within 3 months. The initial output of the plant will be 5 tons per day; but later 120 tons will be turned out.

ORGANIZED 1902
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LUVERNE, MINN.
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E. H. MORELAND, Secretary

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ARE
LEGALLY LIABLE
Under
Workmen's Compensation Laws
Full Information on Request



THE BEST
Safest and Most Reliable Protection
At Absolute Cost
in this
Exclusive Company
of the
GRAIN & MILLING TRADE

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DES MOINES, IOWA

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Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The SYKES Company
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Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

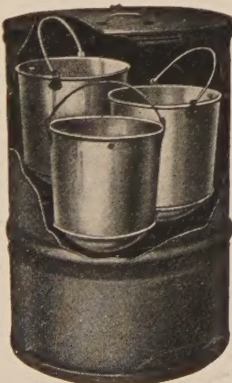
FIRE

and your Water Barrels frozen or empty.

Use the

"CALCIDE"
Fire Barrel

which does not freeze up nor evaporate. Low cost. Recommended by Insurance Companies.



Write for Descriptive Folder.

PRODUCE REFRIGERATING CO.
Minneapolis, Minn.

Mention this Journal.

Hot Boxes

Who is to blame for the Million Dollar loss from Hot Boxes in mills and elevators in the last three years? We would like to know.

Millers National Insurance Co.,
Chicago, Ill.

Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.

Pennsylvania Millers Mutual Fire Ins. Co.,
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.

The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.

Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

Grain Dealers National Mutual Fire Ins. Co.,
Indianapolis, Ind.

Send information to the

MUTUAL FIRE PREVENTION BUREAU
OXFORD, MICHIGAN

Patents Granted

Elevator-Head. No. 1,107,882. (See cut.) Grabill J. Brickhart, Hilbert, Wis. In the side wall of this head is a vertically elongated opening into which is fitted a suitable board arranged to have some play at either end. The shaft of the head works in this board which is held in place by straps rigidly attached to it and arranged to work in guides on the side wall.

Portable Bag-Holder. No. 1,107,590. (See cut.) John Cupples, Bayonne, N. J. The bag holder is composed of a pair of standards spaced apart and connected with a bar extending well beyond one of the standards and a resilient bag holding frame, slidably arranged on the standards. At the ends of the arms of this frame are hooks arranged in spaced relation for holding the bag.

Grain Door. No. 1,109,082. (See cut.) Bryan J. O'Neill, Peoria, Ill. A lower section of the door is pivoted at one corner of the door opening and adapted to lift and move parallel to the side of the car. This section when raised to a certain height engages an upper door section which is arranged to move horizontally in a plane parallel to the side of the car and forces it back, thus leaving the door opening clear.

Grain Car Door. No. 1,107,752. (See cut.) William Brodhage, St. Louis, Mo. This door consists of two door sections pivotally connected at their outer corners to the door opening in the car body and extending across it, and a post suspended from a hanger bar arranged above and on one side of the opening. The post is fitted with a sheathing which forms a hook at its lower end to engage the door, the upper end of the post being pivotally and slidably connected with the hanger bar and adapted to raise the door sections when forced back on this bar.

Pea-Huller. No. 1,107,424. (See cut.) Urias T. Hight, Candor, N. C. This machine consists of a housing in which is an upwardly and inwardly inclined conveyor and a blast fan. Underneath the conveyor a screen extends to a point near the rear of the housing in which there is an opening. Two guard walls inclined toward the front and rear ends of the housing respectively and intersecting just behind the end of the screen receive the current of air from the blast fan. The current of air passes on thru the partially threshed material at the end of the guard walls, taking out the light, chaffy material.

Bean-Sheller. No. 1,108,691. (See cut.) John F. Bullard and Jay F. Bullard, Swanton, Vt. In this machine a belt mounted upon a frame for orbital movement operates in connection with shelling elements at its discharge end and with pivotal bars arranged to swing transversely of its movement at its upper end. The bars are connected by means of a cross bar and are of different lengths, each alternate one being shorter than the intervening bar. The cross bar is provided with lugs, which work in conjunction with a spiral cam on a wheel journaled on the supporting frame of the machine.

Weighing Machine. No. 1,107,592. (See cut.) Haywood Guion Dewey, Newark, N. J. Material is weighed by this machine by first passing thru a feeding casing arranged to direct it in two streams on each of which there is an oscillatory valve into a receiving bucket. A third valve is adjusted on one of the streams. It is worked automatically, and is adapted to remain open a certain predetermined distance and then moved to a closed position. The first valves work in conjunction with the bucket, opening and closing as it is raised or lowered to be automatically emptied after being weighed.

Car Seal. No. 1,108,953. (See cut.) Henry J. Ward, Indiana Harbor, Ind. In this car seal a continuous piece of metal is folded together in such a way as to form a chambered head with one of its walls countersunk with an outwardly facing transverse shoulder. In this chamber is located an inward facing tongue which in turn is provided with an outwardly facing shoulder. The end of the seal opposite the head is a shackle adapted to enter the head and with a countersunk portion complementary to the one in the wall of the head. The shackle is equipped with two oppositely facing abutment shoulders adapted to engage the point and shoulder of the tongue.

Grain Separator. No. 1,109,299. (See cut.) Theodore B. Morse, Silver Creek, N. Y. A series of shaking screens with like mesh arranged one above the other and inclined in the same direction compose the chief part of this machine. The upper screen extends beyond the ends of the others below forming a head provided with a transverse row of spaced feed openings. The material is conducted from this head to the upper screen by means of open-ended longitudinal feed conductors. Underneath the upper screen is a bottom board provided with discharge conduits which lead to a like bottom board underneath the lowest screen and thru a tail board under this same screen. The tail board is arranged to catch the tailings from all the screens. The connections between the two bottom boards provide a means for uniting the materials worked.

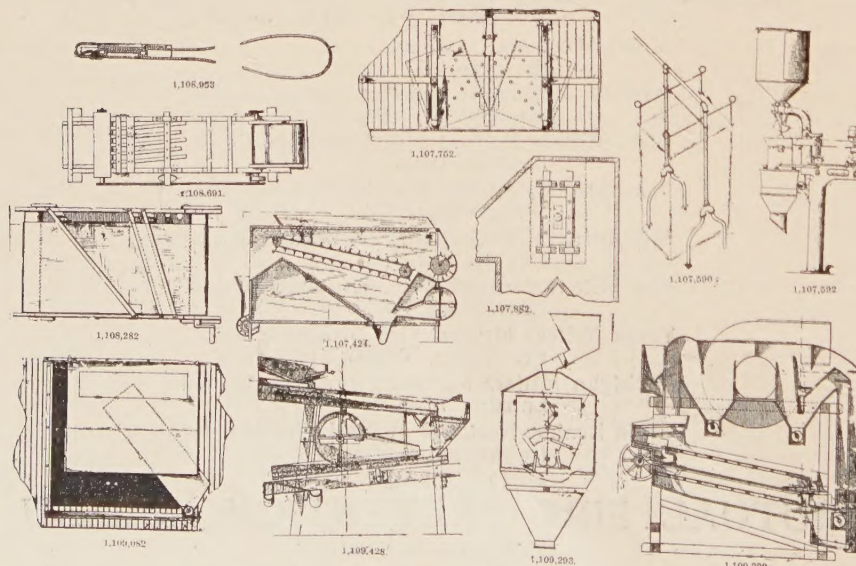
Automatic Weighing Device. No. 1,109,293. (See cut.) Ernest S. Kneeland, Malden, Mass. This machine consists of a weighing device and a receptacle supported by it. The receptacle is divided into compartments, each of which work individually with a baffle which is pivotally connected to the receptacle. The baffle has an arm working in conjunction with a lever fulcrumed on the receptacle. A movable member is pivoted on the receptacle and has a number of projections working in connection with one end of the lever. It is also provided with a tooth whose opposite sides are engaged with a latch and is linked together with closures which control the various compartments of the receptacle.

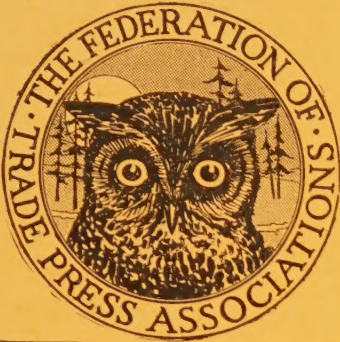
Seed-Grading Machine. No. 1,108,282. (See cut.) Emmet Willis Van Fleet, Evart, Mich. This device performs its work by means of an endless belt supported in a frame. The belt is a trifle narrower than the frame and arranged to remain in spaced relation to one side of the frame, in which are a number of discharge openings. Arranged over the belt at regular intervals and in relation to the discharge openings are a number of bars. These bars incline downwardly toward the discharge openings and are connected by means of cleaning sheets which incline upwardly toward the openings. The bar at one end of the belt is inclined at a less angle than the one at the opposite end, the intervening ones being correspondingly tilted.

Seed-Cleaner. No. 1,109,428. (See cut.) Clifford A. Lee, Morris, Minn. The apparatus is composed of a main frame with a slidable screen upon it and another inclined within it and suspended from the first one, a deflector, a fan arranged to throw a current of air against the deflector and a separator. The separator is disposed under the rear end of the top screen and is connected at its outer rear end with the deflector which is pivoted within the frame and connected at its other end with the outer rear end of the lower screen. A pitman rod is operated from a shaft extending thru the fan casing and connects with the separator. Hangers depend from the shaft to the lower screen thus causing all parts to run in unison.

SPRING WHEAT now arriving at Minnesota terminals is the strongest in gluten of any crop since 1904 when, as now, the starchy part of the grain did not have time to develop. It is somewhat shriveled from heat and rust, however.—F. W. Eva, Chief Grain Inspector, Minneapolis.

DURUM wheat exports from the United States for the fiscal year ending June 30, 1914, were 11,785,000 bus.; compared with 15,461,000 bus. for the preceding year, or a decrease of approximately 3,700,000 bus. The year just ended also shows a marked decline from that of 1910 when the foreign shipments amounted to 18,345,000 bus. The largest part of the exports for the present year were made from New York, Duluth via Canadian ports and Philadelphia, the cities shipping 6,820,000 bus. 2,448,000 bus. and 1,568 bus. respectively. At the five primary markets there were received 20,625,000 bus. or about 2,000,000 bus. less than in 1913. The same markets received during 1910, 18,345,000 bus. Durum wheat formed 12.8 per cent of all wheat exclusive of flour exported from the United States in 1914; compared with 16.9 per cent in 1913 and 39.3 per cent in 1910. The quotations on Nos. 1 and 2 durum wheat at Minneapolis for September, 1912, and from January to May, 1913, ranged from 1c to 4c above the same grades of northern spring. From October to December, 1912, and from August, 1913, to July, 1914, the prices for the same varieties were reversed.





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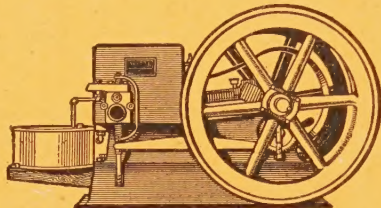
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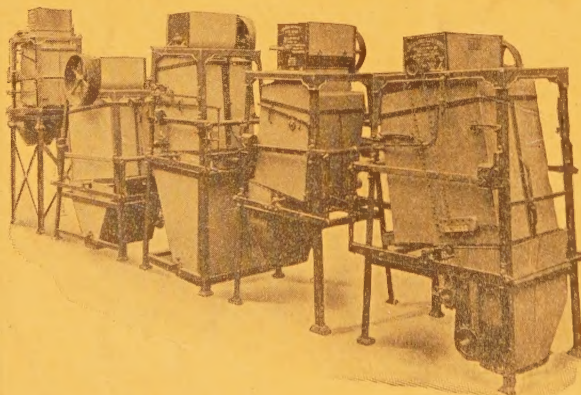
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